

LIFE



COMMANDER IN CHIEF
OF THE
WESTERN APPROACHES

AUGUST 2, 1943 **10** CENTS
YEARLY SUBSCRIPTION \$4.50

**"I'll wait until
you have
this pen!"**



ALREADY his fingers have known the *feel* of its cool barrel. His eyes have appraised the lustrous gleam and the clipper lines of the new Parker "51". Perhaps a trial has proven to him the smooth, velvet glide of its "torpedo" point, which starts with hair-trigger speed.

Like thousands of eager Americans, his heart is set on *this* pen alone.

But we must state that there will not be enough "51's" to go around this year. Government orders have curtailed *all* pen production. In addition, Parker voluntarily restricted its own output of fine pens even before Pearl Harbor.

For months our engineers and craftsmen have been turning their rare skill—developed through the creation of the Parker "51"—to vital war assignments. Increasing quantities of such precision military devices as fuzes, primers and detonator caps carry our answer to the enemies of a free America.

This is one reason why we have never been able to supply new Parker "51" pens to all who want them . . . and why those

we *can* produce today must be rationed among our dealers.

If your wartime work calls for a new pen—if you are writing letters of splendid encouragement to some spunky lad in the armed service—then make a reservation for a Parker "51" at your dealer's. (Yes, you may have to wait!)

Yet, we feel sure you'll find possible delay worthwhile once you've handled the brilliant "51". Especially so, when you realize that this is the *only* pen capable of using the magic new Parker "51" ink. *It dries as you write!* You need no blotter. Naturally, the Parker "51" can be used with *any* ink, if you so desire—but you won't "so desire."

Colors most available are Black, Blue-Cedar, Dove Gray. \$12.50 and \$15.00. Pencils to match, \$5.00 and \$7.50. World-famous Parker Vacumatic pens, \$8.75. Pencils, \$4.00.

♦ **GUARANTEED BY LIFE CONTRACT!** Parker's Blue Diamond on the pen is our contract unconditionally guaranteeing service for the owner's life, without cost other than 35¢ charge for postage, insurance, and handling, if pen is not intentionally damaged and is returned complete to:

The Parker Pen Company, Janesville, Wisconsin, and Toronto, Canada

PARKER "51"

De Soto

HELPS MAKE THEM



This B-26, badly riddled by anti-aircraft fire in a raid on Nazi installations, returns safely to its Tunisian base. — International News Photo.

B-26

—“The Marauder”

It's a beautiful and powerful all metal monoplane, and some of the world's keenest pilots are its masters.

At Midway and in the Aleutians, these Marauders carried torpedoes; at Soputa, they dropped parachute bombs; at Buna "they flew low and fast, their guns blazing."

With its heavy armor and tremendous fire power, the B-26 can take mighty good care of itself. Seldom does it need fighter escort. It's a fighter on its own account. It's big and powerful and faster than most ships the enemy can send against it.

Yes, De Soto helps to build these B-26 Marauders. De Soto makes the big fuselage and nose sections on long assembly lines.

manned by many of the same craftsmen who made fine cars for you every day in peacetime.

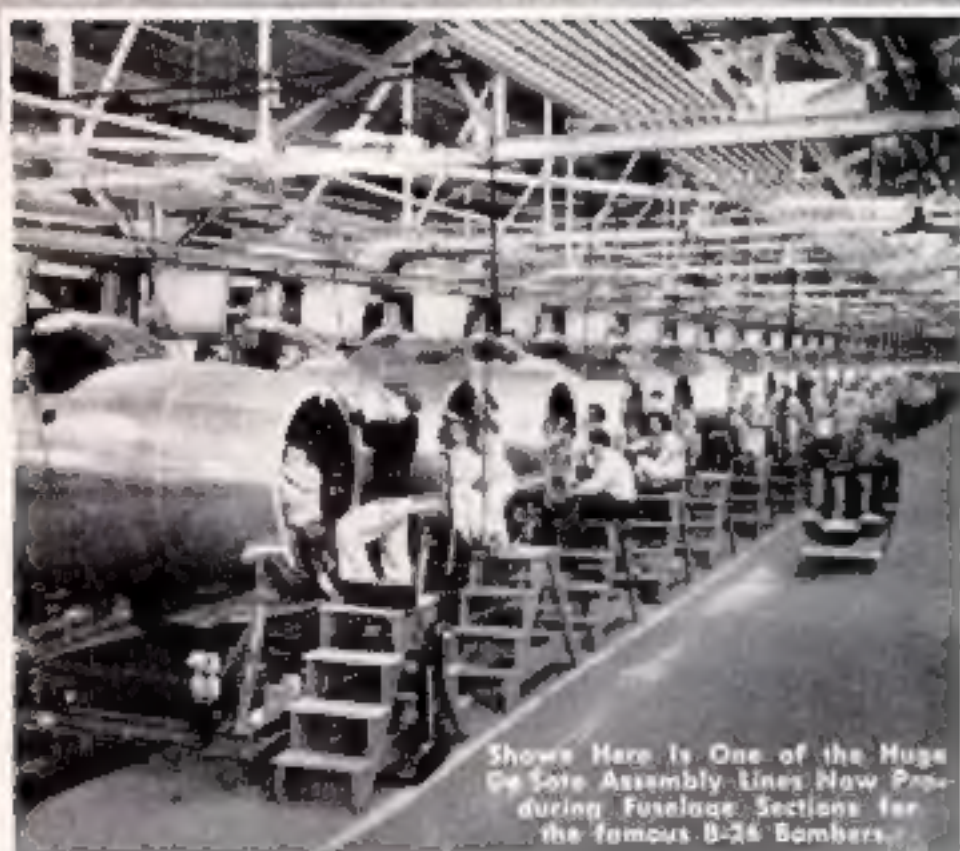
When De Soto delivers these nose and fuselage sections, it means that wiring, sound proofing, trim, tubing, functional mechanisms, most of the instruments and all of the controls are in their proper place.

De Soto takes pride in the fame of these B-26 Marauders as reports from the battle fronts tell of their terrific striking power, their fleetness, maneuverability, and success.

DE SOTO DIVISION OF CHRYSLER CORPORATION

WAR BONDS

They are Your Personal Investment in Victory.



Shows Here Is One of the Huge De Soto Assembly Lines Now Producing Fuselage Sections for the famous B-26 Bombers.

DESOTO WAR PRODUCTION includes the precision building of airplane wing sections—bomber fuselage nose and center sections—vital assemblies for Bofors anti-aircraft guns and General Sherman Tanks—and a wide variety of special manufacturing services to a large portion of American war industry.

DESOTO DEALERS throughout America remain strongly at their posts of service, maintaining the De Soto products of peace with essential parts and service.

This One



5661-2RE-PN40 copyrighted material

No use *Pleading* with the Postman



THE GIRL: Still no letters! You'd think he'd at least write and tell me when he's coming back!

US: Sorry, my dear...but you may as well know—you'll never capture his heart 'til you've learned the secret of bathing body odor away, the feminine way!

THE GIRL: The feminine way? Hmph! That sounds good, but I thought a soap that removes body odor effectively had to have that strong, "mannish" smell!

US: Not this one, darling...here's a truly gentle, truly feminine soap that leaves you alluringly scented...and daily use will actually stop all body odor! Go ahead and try it...

US: Y'see, it's today's specially-made Cashmere Bouquet Soap...and it gives you a rich, fragrant lather that bathes away every trace of body odor instantly!

THE GIRL: Glory be, it's true! Suds like thick white clouds...and what heavenly perfume! Smells like \$20-a-ounce!

US: Now you're talkin'...that's the famous "fragrance men love"! And remember, not even the strongest "mannish" soap can get rid of perspiration better than complexion-gentle Cashmere Bouquet!

THE GIRL: Mmmm, I only hope I'm glamorous as I feel... 'cause I hear he is arriving tomorrow! Then just watch me...



THE GIRL: Gracious! He never used to play tennis like this! Does Cashmere Bouquet guarantee such results every time?

US: Your own loveliness is your guarantee, dear girl... Cashmere Bouquet just insures the perfection of tender moments by guarding your daintiness!

THE GIRL: Thank you sir! Just for that I'll tell you a secret... we're going to be married!

US: Marvelous! And here's a secret for you...the way to keep him is the way you got him—stay sweet as you are with Cashmere Bouquet Soap!

Stay dainty each day...
with Cashmere Bouquet

THE SOAP WITH THE FRAGRANCE MEN LOVE



LETTERS TO THE EDITORS

SAN FRANCISCO

Sirs:

My thanks for your swell essay on San Francisco in the July 12 issue. It helped the homesickness that I, like all San Franciscans, have when away from home.

One thing, however, that would make all us wanderers very happy would be a glimpse of good old San Francisco fog; I think we love it almost more than anything else.

CPL. D. D'ALESSANDRO
Camp Murphy, Fla.



● For Reader D'Alessandro some San Francisco fog in the picture above.—ED.

Sirs:

Nostalgia, thy name is San Francisco!
CAPTAIN KEITH A. FITCH
Presque Isle, Me.

Sirs:

Can't you just hear collective Los Angeles shriek: "I've been robbed!"

HI SIDLEY
Nuevo, Calif.

Sirs:

During the time I was in San Francisco the hospitality and generosity of its citizens toward servicemen was marvelous. I will always think of San Francisco as being the best "service" city in the country.

J. STUART NICHOLS, R.T.1/C
U. S. Navy
Norfolk, Va.

EMPTY STOCKYARD

Sirs:

The Picture of the Week for July 12 showing the empty Chicago stockyards is just 100% bunk.

This is a picture of a section of the yards where there are never many cattle penned except in times of very heavy receipts—and this picture was taken on a Sunday or holiday as is perfectly evident by the absence of sellers, buyers or yards workers.

PHYLLIS W. BUDD
Chicago, Ill.

● LIFE's picture of the empty Chicago stockyards was taken on Friday, July 2, when only 601 cattle were traded compared to a normal Friday of 2,000. Total cattle run for week ending July 3 was 32,609 compared with normal weekly run of 80,000. That cattle are penned in the area shown only in time of very heavy receipts is untrue.—ED.

Sirs:

In the range sections of the Northwest, where cattle are produced and shipped for distribution among feeders in the Corn Belt, who fatten and later market them as beef, there are more cattle at the present time than at any period since the droughts of 1934 and 1936.

It seems very evident that there is not now, and that there will not be for some time to come, if ever, such an acute shortage of meat and meat products as your photograph of the empty stockyards implies.

It is surely your policy to stay close to the facts on all questions, and it seems as though in the matter in question some real alarm might be caused.

MARK A. HERRING
South St. Paul, Minn.

● Reader Herring forgets that cattle on the range are not cattle in the feed

lot or the stockyard and that there is many a price wrangle along the way.—ED.

GERMAN PRISON CAMP

Sirs:

THIS ORGANIZATION PROTESTS HEARTLESSNESS AND INACCURACY OF LIFE MAGAZINE IN PUBLISHING ARTICLE "IN A GERMAN PRISON CAMP" BY CONSTANTIN JOFFE JULY 12. TREATMENT OF PRISONERS OF CONQUERED COUNTRIES SUCH AS FRANCE CANNOT BE USED AS EXAMPLE OF GERMAN TREATMENT OF AMERICAN AND BRITISH PRISONERS WHOSE COUNTRIES ARE UNCONQUERED.

MRS. STUART C. WELCH
Co-Chairman
Parcels for Prisoners of War
Buffalo, N. Y.

● Mr. Joffe was careful to state that he described only the treatment which he and his compatriots received in 1940 and could not report on present treatment of American prisoners in Germany.—ED.

Sirs:

I have just finished reading your story telling about treatment of prisoners of war in Germany. I'm for killing every Nazi and Jap that we capture.

S. M. SUCKNO
Newark, N. J.

"THIS IS THE ARMY"

Sirs:

I have just finished looking at your wonderful big picture of the filming of *This Is The Army* in your July 12 issue. It gives a clear insight into all the complex technicalities of movie-making. I noticed that your picture shows a cur-



FINALE BACKDROP

tain behind the soldiers massed on the stage. A few seconds after your picture was taken that curtain was pulled up, revealing, as shown in the enclosed picture, the Uncle Sam and eagle that formed the backdrop for the last half-minute of the finale.

RENEE GREENE
Warner Bros.
New York, N. Y.

"YOUNG BRITAIN"

Sirs:

Thanks for that outstanding article by Barbara Ward on "Young Britain" in the July 12 issue. Surely, this movement to form discussion groups among soldiers, reported in this article, must and should spread to our own armed forces.

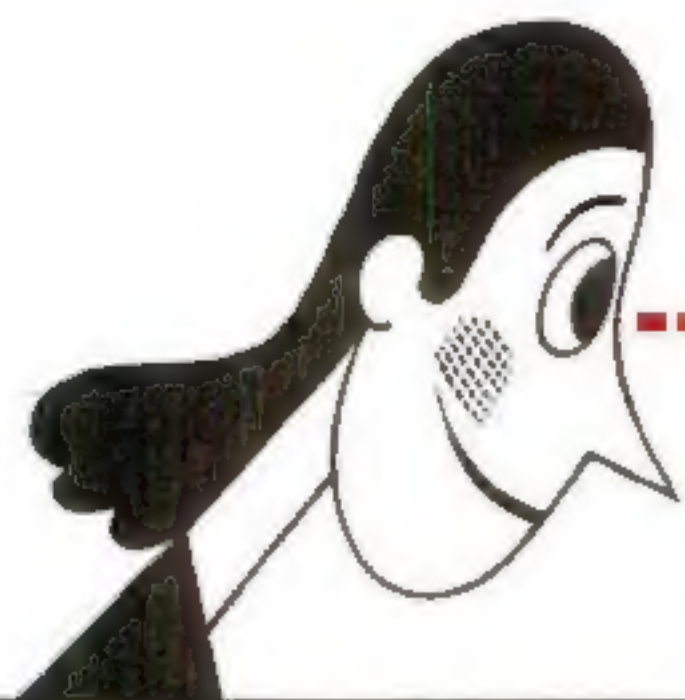
RICHARD S. HASSAN
Princeton, Texas

Sirs:

The Information Branch of General Osborne's Special Service Division is doing something quite similar to the work of Britain's Army Bureau of Current Affairs in promoting discussions among soldiers. Included in the training schedule of units both here and overseas is a period called "Orientation, Current Phase." This is usually led by a platoon leader and in many cases there is a period for discussion. Information and background material is supplied by the Special Service Division through newspapers, movies and radio. Our men

(continued on p. 4)

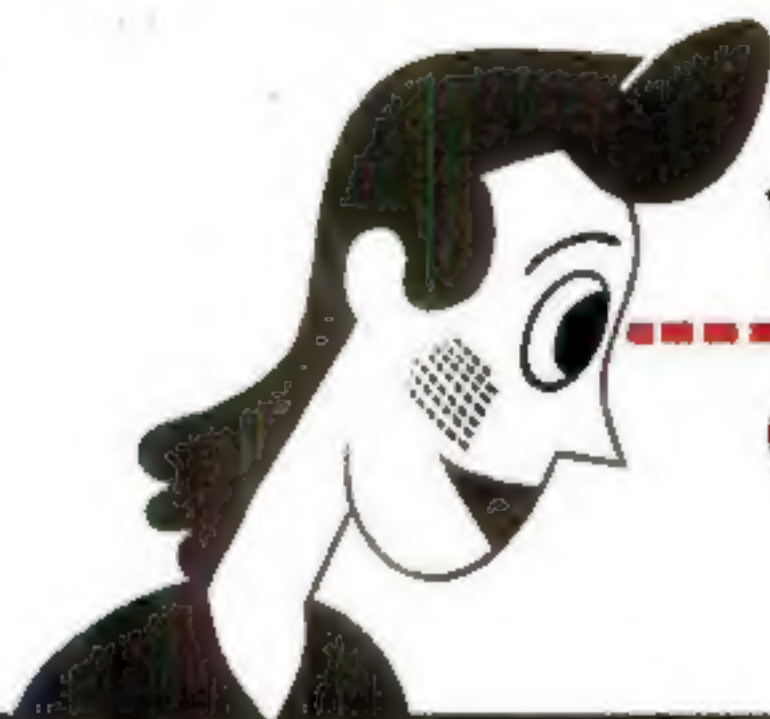
Your **Prem** now comes
3 different ways



You will see **Prem** in
OBLONG TINS



You will see **Prem** in
ROUND



You will see **Prem** in
GLASS JARS



To make the **Prem** go
'ROUND

SUGAR-CURED by the makers of
Swift's Premium Ham



Your first duty to your Country
BUY WAR BONDS

*They're all **PREM**, the sugar-cured meat
Quick, delicious, ready-to-eat
Packed 3 ways to meet the demand
Different containers but the same good brand!*



**Rely on
Reliance**



Other 1943 Universal Models



Rest—Then Work Your Best!

Make the most of tonight's relaxation—in Reliance Universal Pajamas! Men prefer these famous extra-comfort garments, now that sleep is more vital than ever. Reliance-made pajamas are noted for real comfort and finest quality long-wearing fabrics. In attractive styles and colors. Sold at popular prices in good stores everywhere.

RELIANCE MANUFACTURING COMPANY
212 W. Monroe St.—Chicago, Ill.
New York Office: 200 Fifth Ave.
MAKERS OF Big Yank Work Clothing
Aywon Shirts • No-Tare Shorts • Peurod Shirts
Ensenada Shirts and Slacks
Kay Whitney and Happy Home Frocks
Parachutes for Men and Matériel



LETTERS TO THE EDITORS

(continued)

are encouraged by their Army to talk and think about the war's progress.

LIEUT. JAMES L. GRIFFITH
Lexington, Va.

NAMES FOR HORSEMEAT

Sirs:

In response to E. H. Lawton's request (LIFE, Letters column, July 12) for more appealing names for horsemeat, let him choose from these:

Filly (filly cutlets, roast filly);
Stallion (stallion steak, roast rack of stallion);

Hobbyham (hobbyham steak, hobbyham sandwich) or the Army term: Sadsakanagi.

PVT. ALAN F. ASHER
Camp Wolters, Texas

Sirs:

In Norman England the beasts in the field were called by the Saxon names of ox and pig and sheep. But when their flesh appeared upon the table it was greeted by the French names: Boeuf, Porc and Mouton. Let us extend the system to horsemeat and dub it "Cheval." Cheval Steak, Roast Cheval—sounds queer but give it time.

E. W. BOYER
Pittsburgh, Pa.

Sirs:

Here are several tempting names, any of which could be proudly used by the leading hotels, and which certainly should tempt the most ticklish palates:

Centaur Steaks
Fillet of Pegasus
Crown Roast of Percheron
Pot Roast of Withers
Braised Fetlocks

WILMA SOMMERER
St. Louis, Mo.

ROY ROGERS

Sirs:

The picture of Roy Rogers on the July 12 cover distinctly shows him hanging on for all he is worth to the



AUTRY RIDES "NO HANDS"

horn of the saddle. Also, his legs are not used to steady himself. Compare this with Gene Autry's style of riding.

WALLACE GEHSEN, A.S.
San Diego, Calif.

Sirs:

In your article, "King of the Cowboys," you state: "Roy and Arlene have an adopted daughter named Cheryl Darlene. Although she is not yet 4, she has her talents. Whenever she hears the name 'Gene Autry' she purses her lips, delivers a gentle Bronx cheer. Autry himself taught her this trick."

I have never met Mr. Rogers' little adopted daughter, Cheryl Darlene. Furthermore, if I had, I have been taught better than to go around teaching the youth of our country such vulgar mannerisms. With times as they are today, I feel there are many things more important to teach them than the Bronx cheer.

GENE AUTRY
Los Angeles, Calif.



3 Main Deodorant Troubles

Which Is Yours?

CREAM GOES GRAINY?



Now you can end this waste! Yodora—a new-type, powerfully effective cream—never dries, never grains.

TOO STIFF TO SPREAD?



Such creams are outmoded forever by Yodora. Made on a different principle, Yodora feels like whipped cream. Soft, delicate, exquisite.

"ARMPIT PIMPLES?"

(Due to irritating chemicals)



You don't need to offend your armpits to avoid offending others. Yodora contains no irritating metallic salts. *Actually soothing.* Can be used right after shaving. Yodora can't fade or rot clothes.

Frankly, we believe you won't even finish your present supply of deodorant, once you try radically different Yodora. So much easier to apply! So much lovelier! Yet you get powerful protection. Try Yodora today. In tubes or jars, 10¢, 30¢, 60¢. McKesson & Robbins, Inc., Bridgeport, Connecticut.

YODORA DEODORANT CREAM



"AND MCKESSON MAKES IT"

TO MOM . . . *for conspicuous gallantry*

What is gallantry made of? Blood and sweat and tears? Yes, and other things too.

Smiling goodbyes. Cheerful letters. Ears closed to rumor. Lips sealed to gossip. An uncomplaining spirit. Waiting.

That's the gallantry of wives and mothers . . . of sweethearts and sisters. That's why your soldier is proud of you. That's why he's fighting for you.

Help him to win. Even your most run-of-the-day tasks can be done in a way that helps. Like buying sheets. It's gallant to deny yourself new ones if there's

life left in the old. It's gallant to smile in the face of shortages.

It's gallant to buy thoughtfully—comparing, comparing until you know you have found the most value for your money.

It's gallant to spend care on your possessions to make them last . . . to conserve materials for war.

You mother of a soldier—you wife, sweetheart, sister—keep on being gallant! It's terribly necessary to him that you do.



Pacific Sheets are made on the principle of balance: all the desired qualities—whiteness, softness, smoothness, strength and firmness—are present in *equal* degree. Identified by the Pacific

Facbook label, which tells you clearly the size, quality of cotton, type of weave, thread count, breaking strength, weight, finish, and shrinkage. Made by the makers of Pacific Factag Fabrics.

Pacific BALANCED Sheets

PACIFIC PERCALE • PACIFIC-HEAVY MUSLIN • PACIFIC TRUTH

Pacific Mills, 214 Church Street, New York





"RABBIT, SIR?"

SPEAKING OF PICTURES . . .

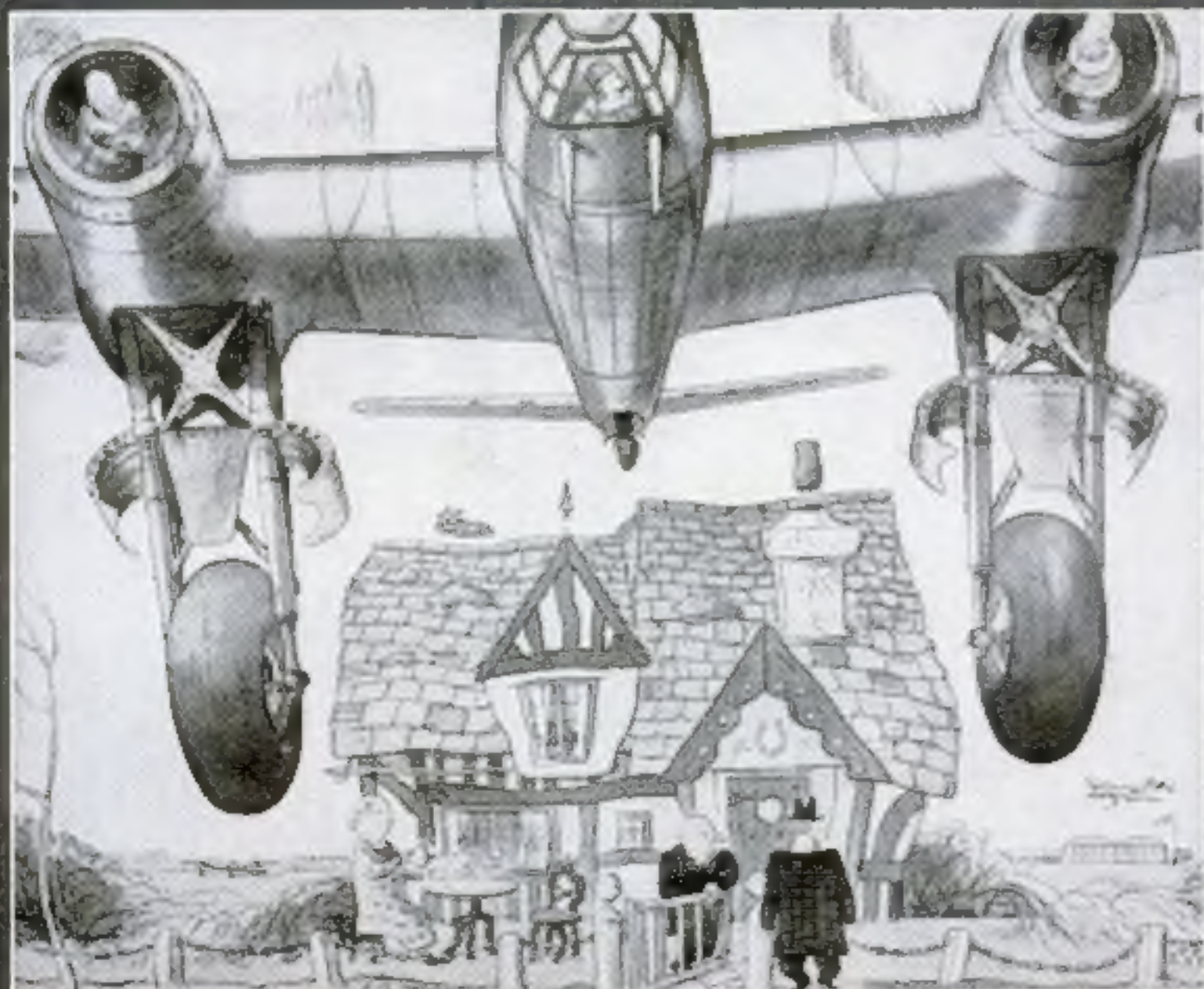
*. . . ROWLAND EMETT'S CARTOONS
ARE FAVORITES OF THE ENGLISH*



"LET'S SEE—SAIL GIVES WAY TO STEAM—OR IS IT THE OTHER WAY 'ROUND?"



"WE HAD IT DOWN FOR JULY, BUT WHAT WITH THE COMMITTEE MEETINGS AND SALVAGE DRIVES WE'VE ONLY JUST BEEN ABLE TO FIT IT IN"



"I'M AFRAID WE SHALL HAVE TO LEAVE BUILDING THE NEW WING UNTIL AFTER THE WAR"



"F FOR FREDDIE"

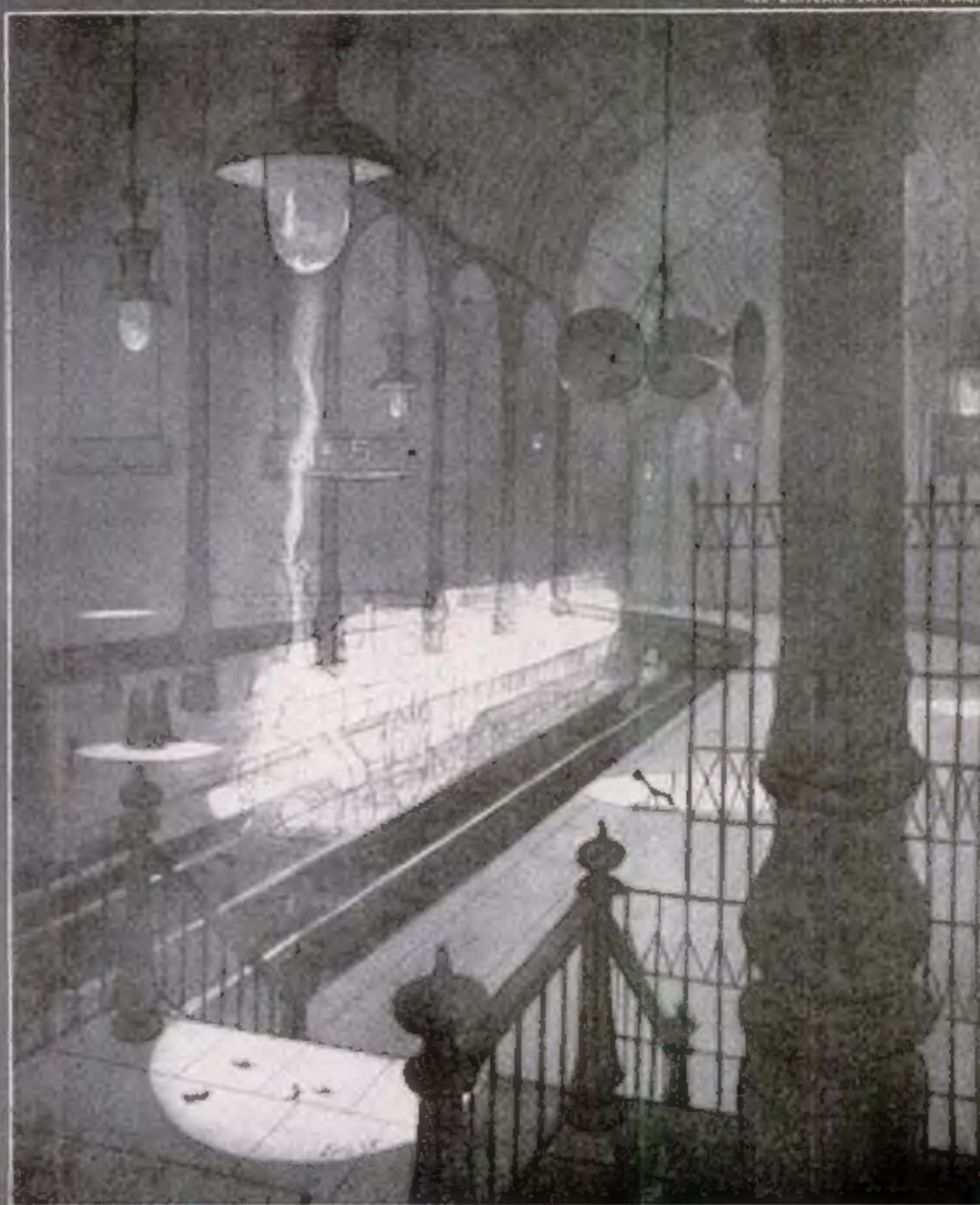
Rowland Emmett, who drew the cartoons shown here for *Punch*, is considered by many Britons to be just about the funniest man in the whole world. Like other *Punch* cartoonists he specializes in whimsical, obscure aberrations in familiar scenes and situations, and like all British humor his work contains that peculiar essence of Britishness which has always been the despair of foreigners who have tried to understand it. (Example: The point of the picture below of tea being served outdoors is that the gardener is burning autumn leaves, hence the family, bound by English respect for government regulation, must move out of the house to keep warm, in accordance with wartime restrictions limiting each household to one fire at a time.)

Cartooning is not a full-time job for Emmett. He is also a designer of parts for aircraft and a landscape painter of ability. Some of his paintings have been exhibited in London's Royal Academy. His favorite cartooning properties are railroads, with which he deals in great variety. When asked to compose a brief biographical note about himself the cartoonist wrote: "Rowland Emmett is thirty-five-ish and likes railways of the more infrequent kind. He is an authority on Waiting Room tea. He also firmly believes that the Horse will never supplant Steam."



"... SOME FOOTLIN' NONSENSE ABOUT A RIGHT-OF-WAY OR SOMETHING ..."

ALL CARTOONS COPYRIGHT PUNCH



"THE TRAIN STANDING AT NO. 5 PLATFORM IS THE MIDNIGHT SLOW FOR SPECTRAL MANOR, GALLOW'S HILL, GRISLY GRANGE AND HANGDOG HEATH"



"ONE HOUSEHOLD, ONE FIRE AT A TIME—THAT'S WHAT THEY SAID"



"... AND MY ITALIAN PRISONERS PUT UP THE SILO"

AW, MOM! DO I HAFTA?

DON'T MAKE ME KISS DANNIE, MOM! PLEASE! I DON'T WANNA!

WELL, MOW ME DOWN! BEEN RATIONED ON KISSES BY THE BIG GALS LATELY... AND NOW MY LI'L COUSIN STARTS PUSHIN' ME AROUND, TOO!

JEEPERS! YOU'D THINK I HAD BAD BREATH OR SOMETHING!

WELL, DANNIE, IF YOU WANT THE TRUTH... IT WOULDN'T HURT A BIT FOR YOU TO CHECK UP WITH YOUR DENTIST ABOUT BAD BREATH!

DANNIE SEES HIS DENTIST!

TO GET RID OF BAD BREATH, I RECOMMEND COLGATE DENTAL CREAM! FOR SCIENTIFIC TESTS PROVE THAT IN 7 OUT OF 10 CASES, COLGATE'S STOPS ORAL BAD BREATH INSTANTLY!

COLGATE'S ACTIVE PENETRATING FOAM GETS INTO THE HIDDEN CREVICES BETWEEN TEETH... HELPS CLEAN OUT DECAYING FOOD PARTICLES — STOP STAGNANT SALIVA ODORS — REMOVE THE CAUSE OF MUCH BAD BREATH

LATER... THANKS TO COLGATE DENTAL CREAM

YOU KNOW SOMETHIN', MOM? DANNIE'S MY FAVORITE COUSIN!

BUT DEFINITELY!

WELL, I THINK IT'S MUTUAL, BETSY!

COLGATE'S DOES A REAL JOB OF CLEANING AND POLISHING TEETH, TOO!

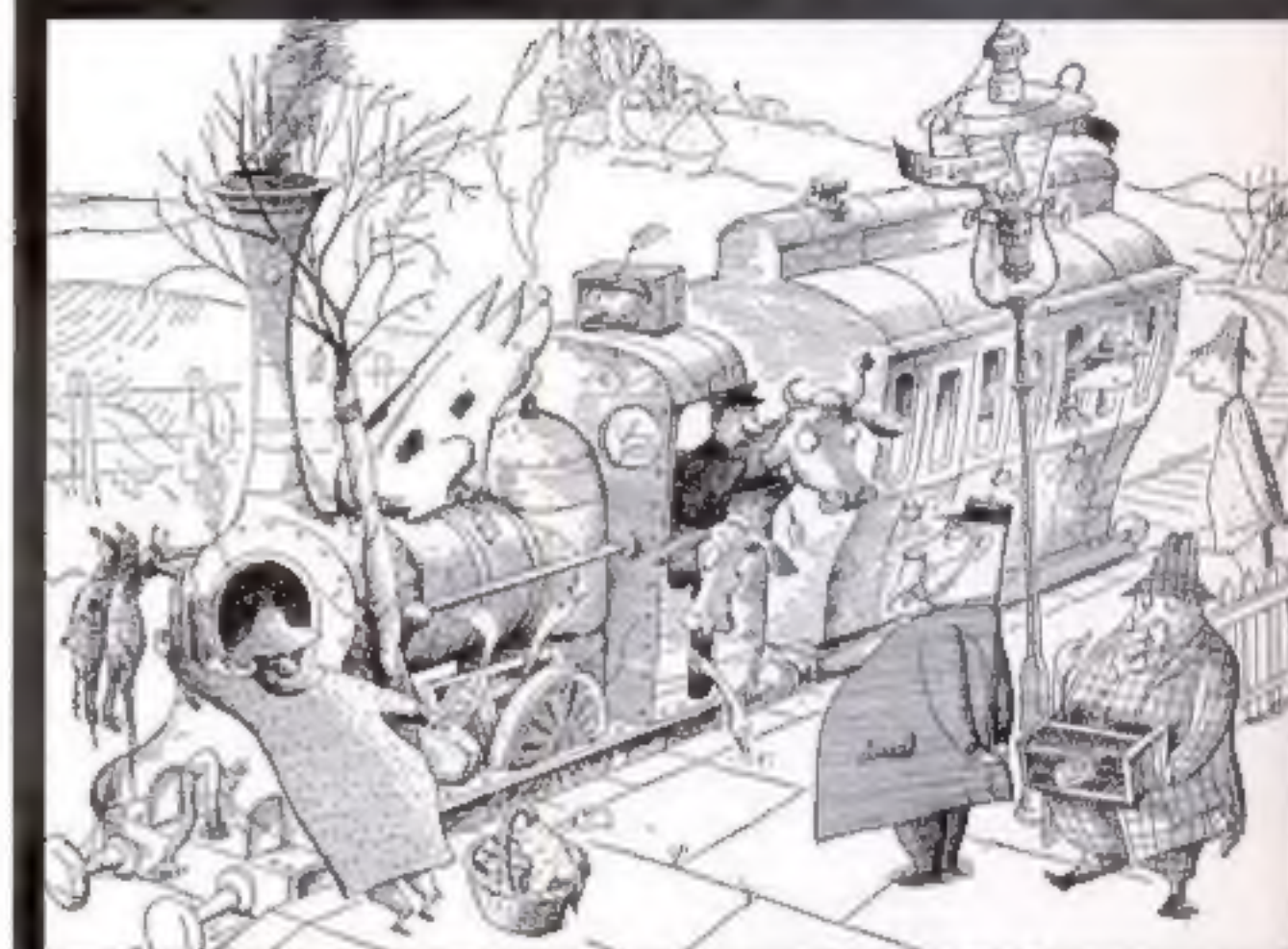
COLGATE
RIBBON DENTAL CREAM

IT CLEANS YOUR BREATH WHILE IT CLEANS YOUR TEETH

Tune In! CAN YOU TOP THIS — Saturday Night — NBC Network

SPEAKING OF PICTURES

(continued)



"WHEN ARE YOU GOING TO SEE THE DIRECTORS ABOUT A LUGGAGE-VAN?"



"I KEEP TELLING 'IM WE'VE DONE AWAY WITH FIRST CLASS!"

ALL CARTOONS COPYRIGHT PUNCH



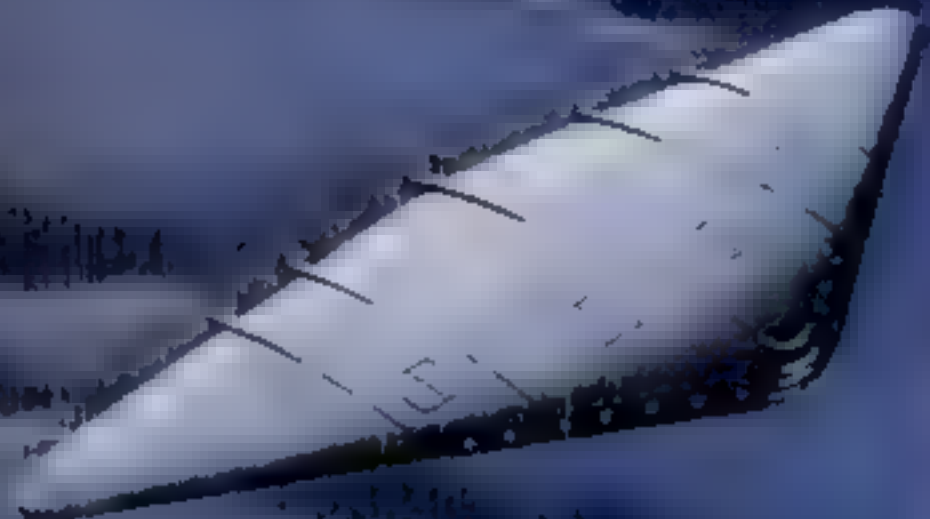
Cross-country express: the six-engine luxury liner



The helicopter: vertical take-off, vertical landing



Argonaut of the skies, for stratosphere flight



Sky freighter: the Flying Wing as cargo ship



Flying Boat: New York to London, on the hour



Daily local: private plane for tomorrow's commuter

GENERAL ELECTRIC RADIO AND RADAR WILL GUARD AND GUIDE THEIR FLIGHT

Every Flying Fortress, Liberator and Commando in the skies today is equipped with General Electric radio.

Radar — RAdio Detection And Ranging — the amazing electronic development that locates distant planes and ships despite darkness and fog, is also built by General Electric and supplied to our Armed Forces in every theater of war.

Tomorrow, transatlantic planes may carry 400 people. Giant freight ships will cruise from continent to continent. Private planes will multiply, and you may own one that is an automobile in the city

and an airplane in the country. But whatever the size, or range, or tonnage of the airplanes of the future, General Electric electronic systems will guard and guide their flight. By radio and Radar, planes will take off, fly, and land blind in any weather.

General Electric military radio is built to cope with swift changes in altitude, temperature, climate. One hour a plane may skim across desert . . . one hour push through cold space 40,000 feet up. The same engineering skill that makes possible this wartime radio operation will bring you a finer General Electric radio-phonograph after Victory!

FREE: The fascinating story of electronics and FM radio is told in a full-color, 32-page book. Write for "Electronics—a New Science for a New World," to Electronics Department, General Electric, Schenectady, New York.

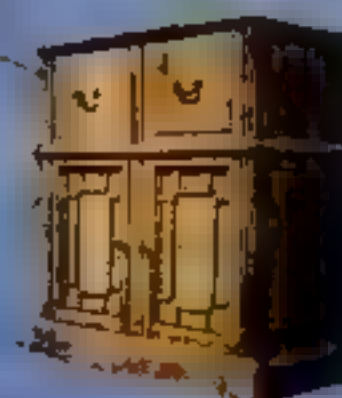
• Tune in General Electric's **WORLD TODAY** and hear the news from the men who see it happen, every evening except Sunday at 6:30 P.M., over C.B.S. network. On Sunday evening hear General Electric's **Mu de Lamp** program over N.B.C.

GENERAL ELECTRIC

Leader in radio, television, and electronic research

Every General Electric radio is an electronic instrument

Radio, like television, is a product of electronic research. This electronic tube, used in the General Electric FM radio, is essentially the same as electronic tubes that make television possible. G-E employees now purchase over \$1,000,000 in War Bonds weekly.



This new U. S. seal tells you...
Kellogg's Rice Krispies give
real wartime nutrition!



*Delicious whole grain nourishment.**

And Rice Krispies are so **CRISP**
 you'll hear them

SNAP! CRACKLE! POP!

Days crowded with war work—nights, too. Meals at all hours. Thank goodness for Kellogg's Rice Krispies! They're ready *instantly* with no fuss or bother—save time, work, fuel, and other foods.

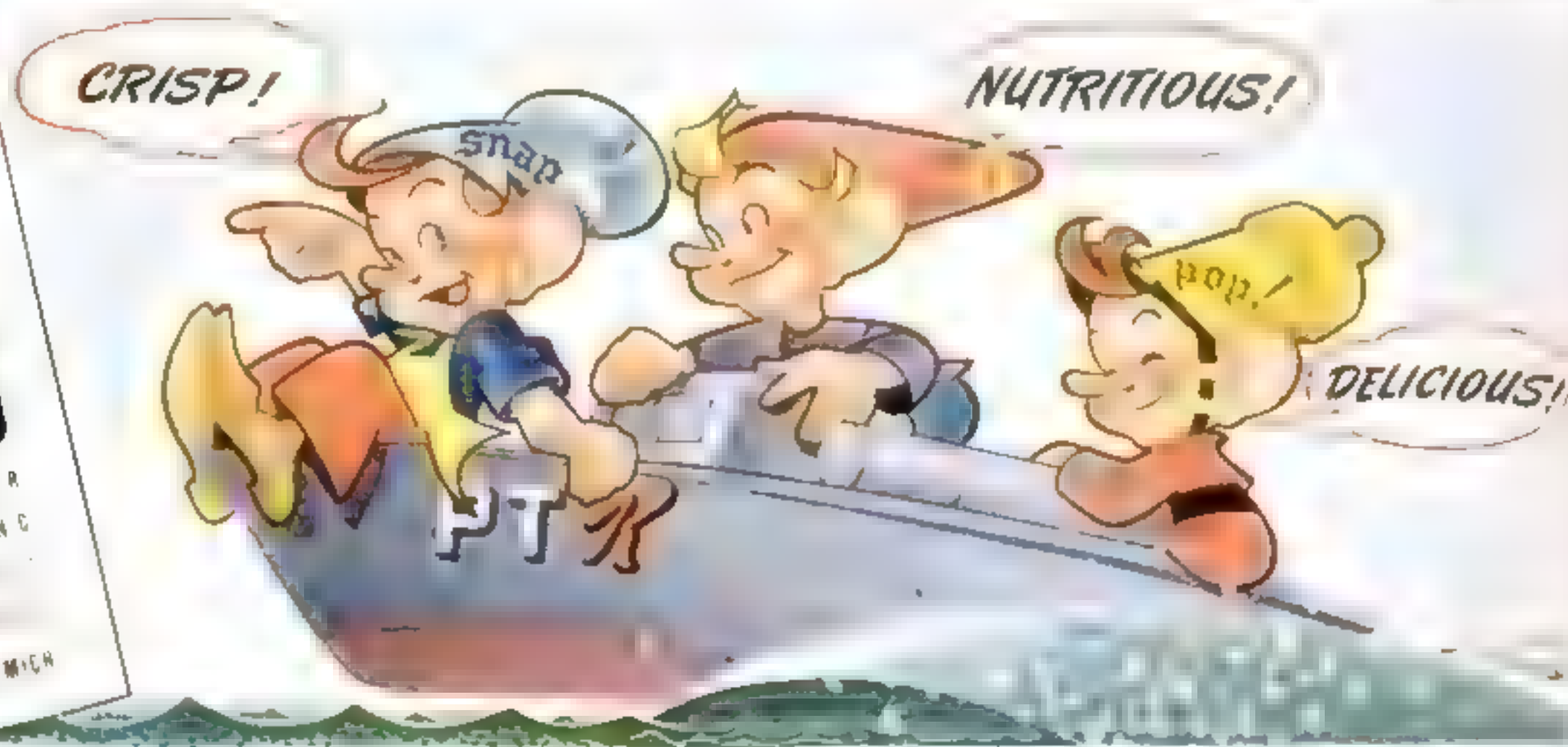
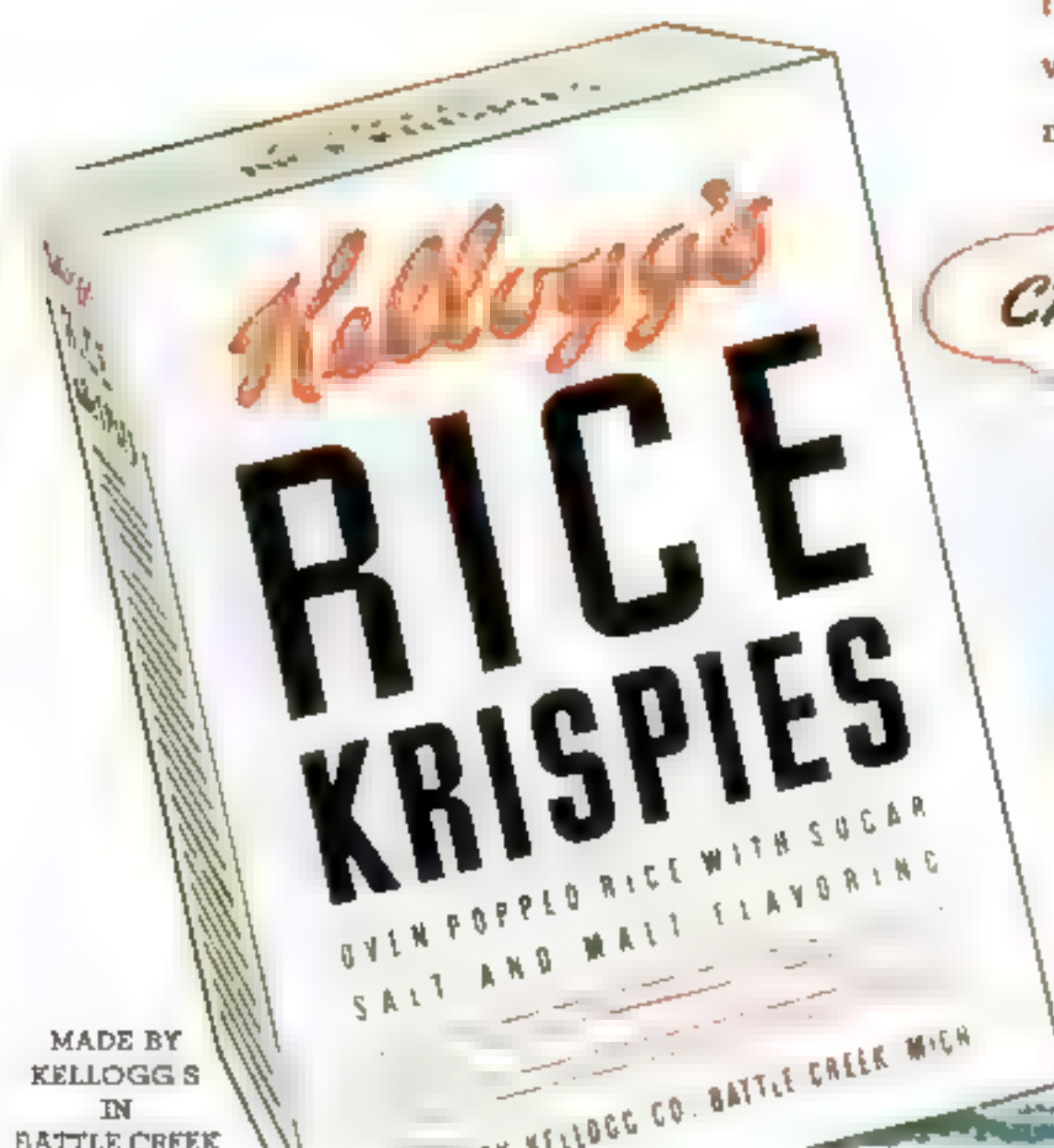
And how good to know that such a crunchy, delicious food is one of the types recommended for daily use by the new U. S. Wartime Nutrition Program. *Rice Krispies are restored to whole grain food values in thiamin (Vitamin B₁), niacin and iron

Serve these tempters with milk or cream—and listen to their cheery snap! crackle! pop! There's a dish to help make up for scarce protein foods and their vitamins!

Rice Krispies are oven-popped and gently toasted. Made mellow rich by Kellogg's exclusive flavor recipe. Have a package or two on hand for instant duty 'round the clock.

*Rice Krispies is a trade mark Reg. U. S. Pat. Off. of Kellogg Company for its oven-popped rice

© 1943 K. CO. BATTLE CREEK MICH.



"LAST SATURDAY WAS THE PROUDEST DAY OF MY LIFE!"

THE DAY my Bill went off to war, he held me tight as he kissed me good-bye and he said, "So long, little Allie—you're going to be the head of our family now!"

If you knew Bill—well, you'd see why winning this war is so important to me! I think of him every day when I take my place in the shop—and all of my work so far has passed inspection with flying colors!

And last Saturday, when they handed me my first pay envelope, I did something I've been thinking about quite a bit, lately . . . ever since I read somewhere that "The future belongs to those who prepare for it."

I paid the first premium on some insurance on my life—so that little Janie and Bobby will be sure of the kind of future that Bill and I have in our hearts for them . . .



Life Insurance Suggestions for the Woman War Worker



If you're single, without dependents, your basic life insurance need is a small policy to cover final expenses and burial. You may want to supplement this insurance to provide for your old age.



If you're single and have dependents, such as an elderly father or mother, chances are you need life insurance for their protection—perhaps with an income for your own retirement later.



Perhaps you are married, with children, and your husband has gone away to war. In that case, have you considered that during the war period your own need for life insurance may be almost as great as your husband's was formerly, when he was the family's sole support?



If you are married and helping your husband with the support of your family, it is wise for each of you to take out life insurance in proportion to your contribution to the family income.

Your Prudential representative will gladly advise you on any of these plans.

THE



PRUDENTIAL

INSURANCE COMPANY OF AMERICA

A Mutual Company

HOME OFFICE: NEWARK, NEW JERSEY

AS A SERVICE to the United States Government and to you, Prudential representatives sell War Savings Stamps.



On the beach four miles from Gela, just after dawn July 10, an amphibious truck crawls through a mine field. The cleared area is marked by white tape. Behind the truck comes a

squad of infantry reinforcements. At left on beach is a jeep which landed at night and was blown up by a Teller mine. In the water at left is a landing boat and at right a bulldozer.

FIRST PICTURES OF SICILY INVASION

Photographs for LIFE by Robert Landry

This weekend the battle for Sicily is three weeks old. In a fortnight the Allies had taken four-fifths of the island and were pursuing the Italians and Germans northeast toward Messina. And in even less time than that LIFE Photographer Robert Landry (left) had covered the American landing at Gela and returned to the U.S. by plane with his pictures. Printed on these pages, they are the first good picture record of the invasion.

Landry went to Sicily on a U.S. transport. At 1:25 in the morning of July 10, the announcement came over the public address system that all members of the boat teams should assemble at their proper stations. It was a dark night with no moon and a high sea. Over his shoulders Landry slung a musette bag, two cameras wrapped in cellophane and a gas mask. Into his shirt pocket he slipped two morphine syringes and a packet of sulfa drugs. Like most of the soldiers with him, he felt sure he would be wounded.

On the way to the beach, many of the men were seasick. Ahead could be seen the Axis searchlights trying to pick out the landing boats, and behind the lights were fires in the hills, kindled by the Allied bombers. Two miles from land the formation of landing boats was caught in the searchlights. Machine guns rattled on the shore. Said the ensign in charge of the boat to the coxswain, "Get down or you'll be shot." The coxswain replied, "I don't care

if I do get shot. I'm going to land these boys at the right place."

A short time later the ensign called, "Get ready, here she comes," and the boat's hull grated on the sand. Down went the ramp, and the men jumped into water up to their waists. Crouching low, Landry stumbled toward the beach, while machine-gun bullets spit over his head. Next to him a soldier yelled, "The bastards, they got me in the arm!"

Most of the men got safely ashore and started on their way inland. But Landry, who had not yet been able to take any pictures because it was a black night, elected to stay near the beach until dawn.

There, while crossing a clearing, he was almost killed when a bullet whizzed into the sand in front of him. While other men, better trained in warfare, ducked into the underbrush, Landry dropped to the ground and crawled away.

The picture above is one of the first shots he took, right after dawn. By then assault troop reinforcements were landing and a lane had been cleared through the mine fields. Landry wondered why more of his group had not been killed inasmuch as they had walked right over the spots where the mines were located. Later he walked on into captured Gela where, with his pants stretched by salt water, he presented the bedraggled appearance shown at left.





Just as the sun comes up, a barge lands a few infantry reinforcements on a beach near Gela. Landry landed at 8:30 in the morning, waited under a tree back from the beach until dawn, then returned to take the pictures shown here. At the left a beached landing boat is rolled

around by the surf, while in center is a little cart that was used in the initial landings to carry small supplies. At this point in the invasion, the big Allied transports and warships, carrying tanks and guns, are still seven miles out, waiting for resistance near beach to be cleared up



This amphibious truck hit a mine planted right out in water and was put out of action. Evening before invasion a big storm tossed up waves. But about midnight the seas began to quiet down, and by morning the water was much smoother. Most wrecked equipment was salvaged



The ships move in closer as troops already ashore get the situation on the beaches well in hand. In this picture, taken half an hour after dawn, they are less than two miles from shore. Meanwhile troops who have been left on the beaches to help handle incoming equipment



Reinforcements run along edge of the beach after jumping from the landing boat. They have been warned by signal flags not to cross the beach here because a mine field has not yet been cleared. A few hundred yards to the right, however, is a cleared road. At left is a beached land-

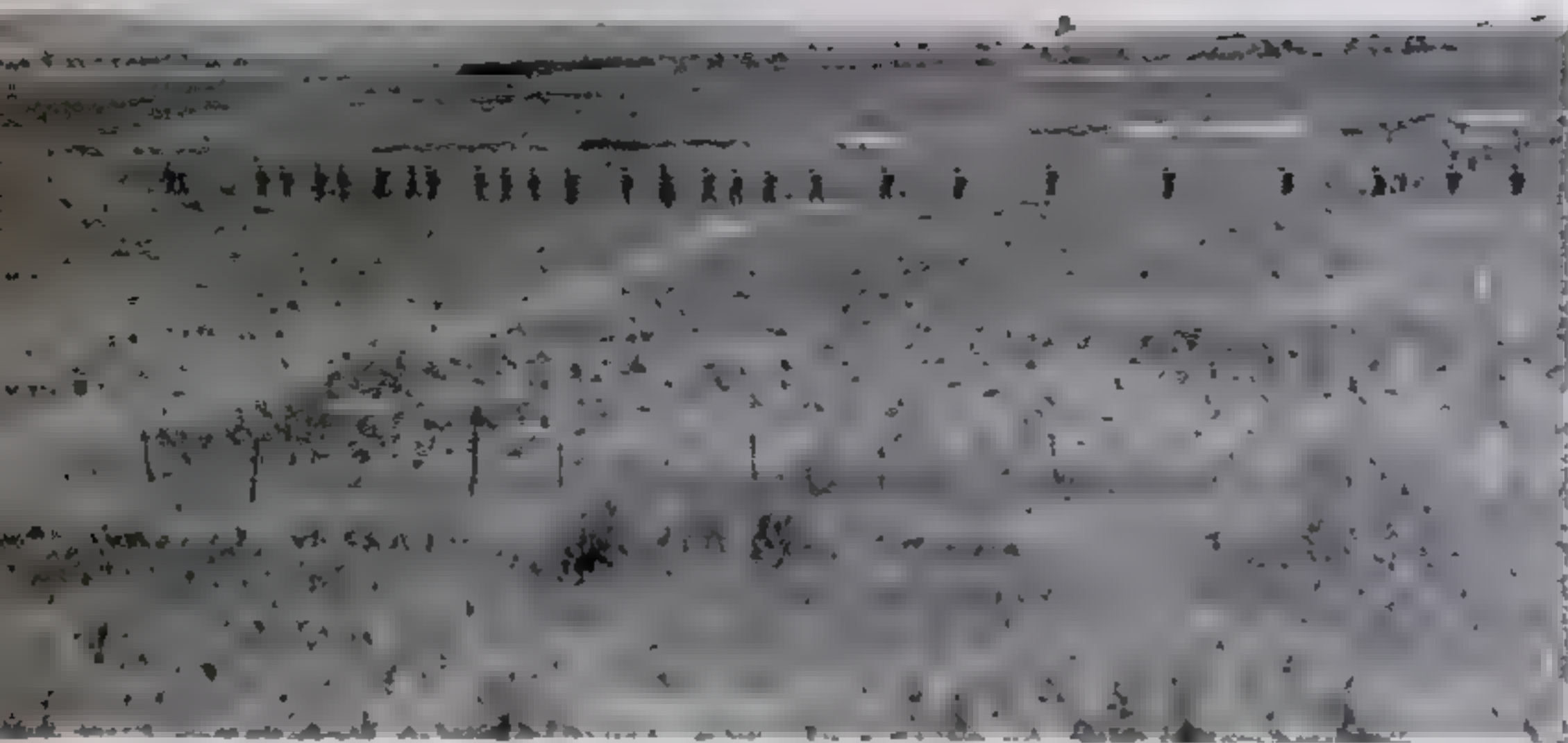
ing boat, while the tracks at right were made by a 2 1/2-ton amphibious truck which crossed the beach early in the morning, but then hit a land mine and was put out of action. Sentries are posted all along the shore to advise incoming troops where to go and how to join their units.



dug foxholes for themselves in case of a sudden Axis air raid. Near this beach Photographer Landry saw 20 Italians surrender their machine-gun posts without offering any serious opposition. They wore neat, clean uniforms and looked like pictures of the Home Guard in England.



Mines are dug out by the Engineers, who prod in the sand with their bayonets. Actually there were thousands of mines on the beaches of Sicily, some of them pointed as close as seven feet apart. When an engineer finds a mine he digs sand away, looking for another mine underneath.



A column of American infantry winds across a Sicilian tomato grove on its way from the beach (off picture to right) to the Gela airport (off picture to left). After stiff resistance the

Americans finally captured the airport. Before taking this picture Landry crossed this field under the fire of enemy snipers. By now, however, the snipers have been eliminated.



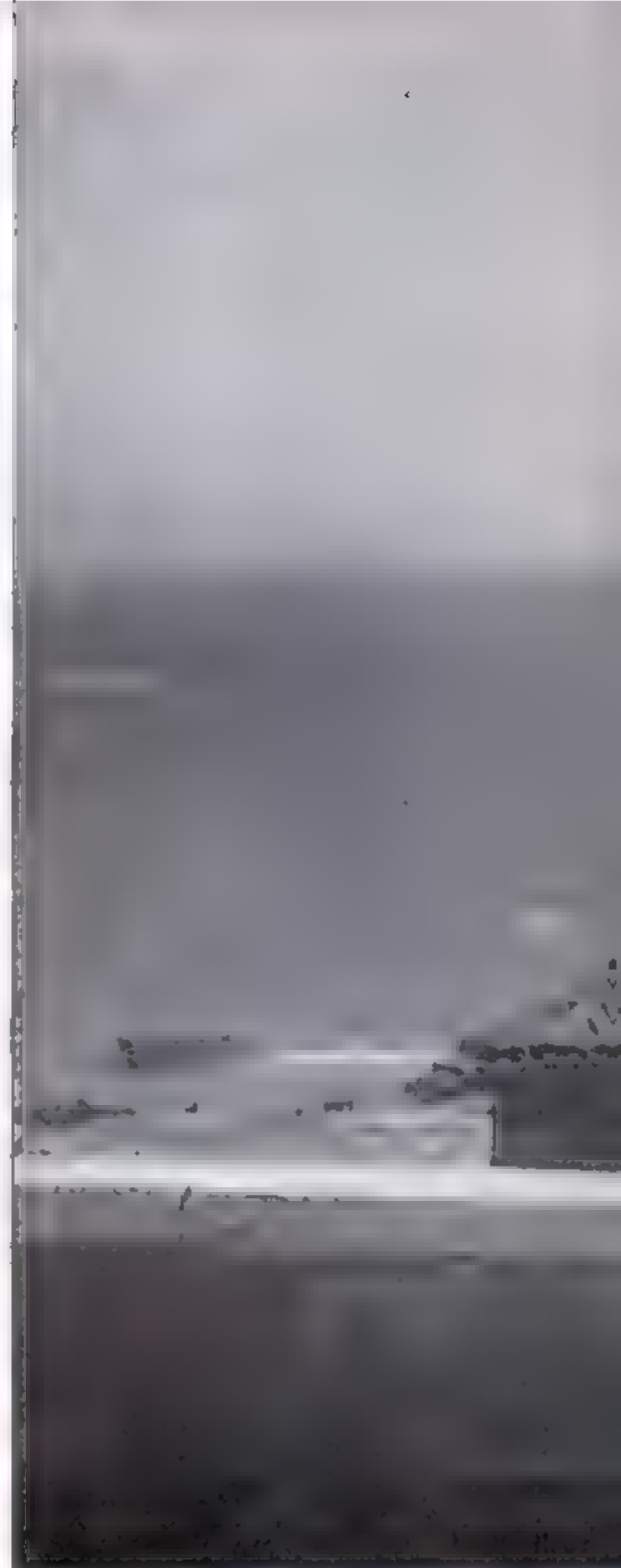
An Italian pillbox, made of concrete and covered with bamboo, is attacked with a hand grenade which kills all the Italians inside. In the background is smoke from artillery fire.

Landry saw this pillbox on his way from the beach to Gela. Through the mine fields he was led by an Italian prisoner, who knew the Sicilian family of one of the American soldiers.



A telephoto picture taken across a small stream shows American infantrymen, near the road in the distance, working up toward a strongly defended Italian pillbox at the top of the

hill. Infantrymen are advancing in the open because they are protected by blind spot in the pillbox. In thicket directly across the river are concealed a number of Axis snipers.



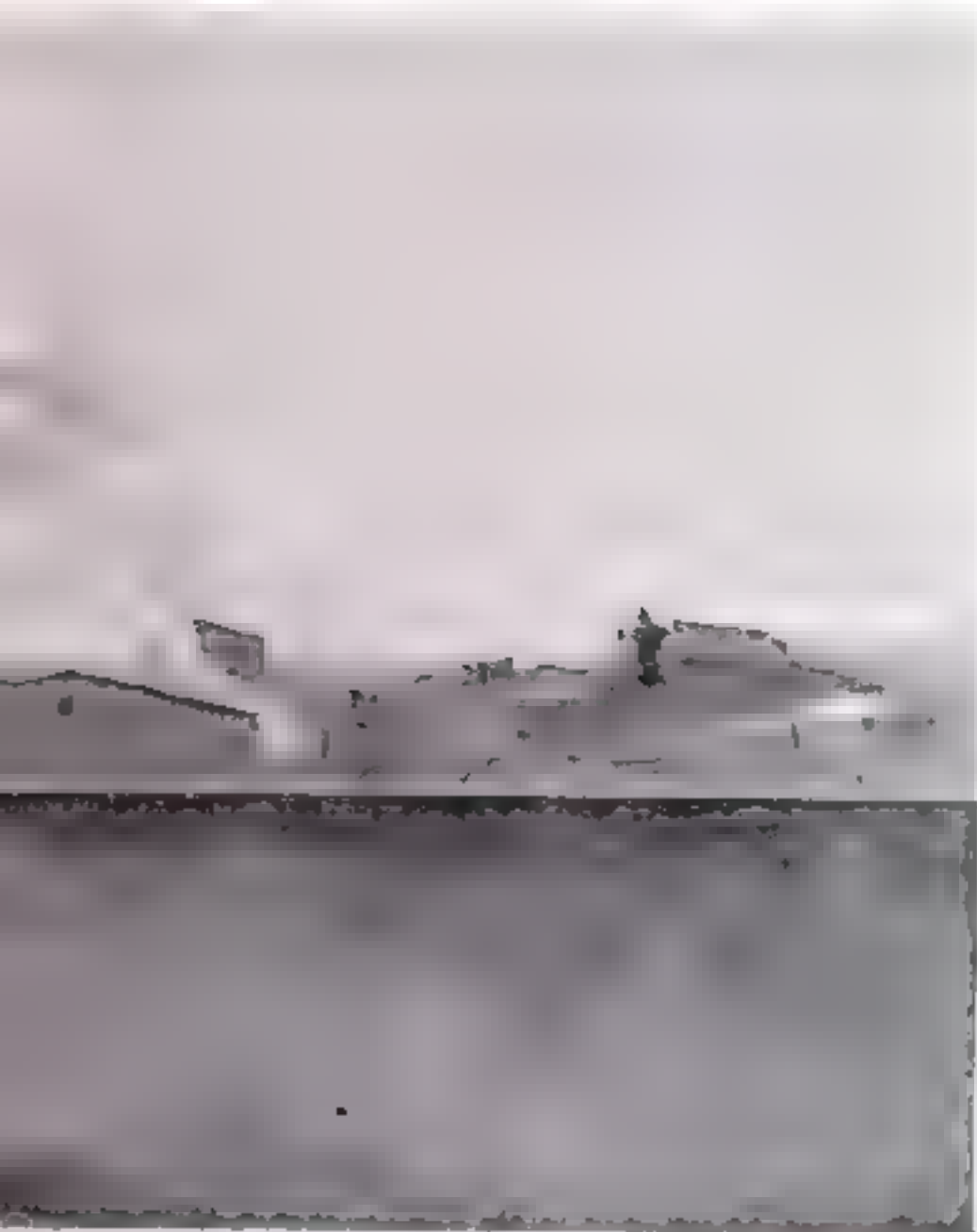
German bombing raid blasts Allied shipping in Gela harbor. Americans have not yet taken the airfield so that fighters must still come from Malta or North Africa. About seven



German bomb lands on an apartment house in Gela. The concussion from the explosion knocked Landry down, but he got to his feet in time to make this picture. The Nazis were ap-



German bombers have succeeded in getting through to the ships out at sea, and their bombing is accurate. In background the transport is sinking from hit received



parently trying to bomb the shipping in the harbor, but this 500 pounder felt far short. Says Landry, "It spread out like a flower. If it weren't so terrible it would have been pretty."

during an attack earlier in the day. This is one of the few Axis ships actually to reach Allied shipping, most of them being turned back by Allied fighters which provided an almost

perfect air umbrella. It was so good, in fact, that most of the troops could not understand what had happened to vaunted Nazi air force. Every minute they expected it to appear.



After the bombing, the house looked like this. Landry could not get near it for 15 minutes after the explosion because of the ack-ack, but when he approached it finally, he heard the

cries of wounded under the wreckage. Other civilians were dead on the streets. On top of some doors, 20 feet from the ground, had been blown the mangled carcass of a horse.



TANK BATTLE

U. S. ARTILLERY AND NAVY
GUNS BLAST GERMAN TANKS

This is one of the great pictures of the war. Taken from the roof of a tenement house in Gela, it shows a tank battle in progress on the plain directly behind the town.

American Rangers and the 1st Infantry Division under Major General Terry Allen captured Gela on July 10, the first day of the invasion. But they did not have much equipment with them, some of it having gone to the bottom in the choppy water and some of it not having arrived yet. By the morning of July 11 most of the antitank guns and the cannons were still on the ships. Ashore and ready to fight were some 40 artillery pieces and 15 antitank weapons.

In midmorning the Germans and Italians attacked Gela with more than 100 tanks. For twelve long hours the Americans were forced to battle with their backs against the Mediterranean, trying to save their beachhead. At the height of the enemy attack German tanks were within a scant mile of 1st Division headquarters on both the east and west, and there was no place for the Americans to retreat but into the sea. After breaking through the American units, the German tanks and mortars began shelling the beach itself, where supply troops were sweating to get ammunition, antitank guns and tanks safely ashore. Meanwhile the Germans threw wave after wave of planes



against the transports, lying a few miles off the beach.

Said a veteran American officer about his troops, "They gave the greatest exhibition of discipline and guts our Army has ever been called upon to make." When in severe fighting men were killed behind an antitank gun, the company commander took over. When he was killed, he was relieved by the battalion commander, who was severely wounded. Brigadier General Theodore Roosevelt himself led the relief cannon company from the Gela beaches up to the front line. At the height of the fight, when the situation appeared hopeless and the Germans were near the sea, Major General Allen said, "Hell, we haven't even

started to fight. Our artillery hasn't even been overrun yet." Added Roosevelt, "I won't go back into the sea."

What saved the day was the artillery and the Navy. As the tanks swarmed toward the beach, superbly trained gun crews aimed heavy artillery pieces directly at them. In a few minutes 18 were knocked out and 20 went scurrying back to the hills. Meanwhile warships offshore got the range, their gunfire guided by observers watching, as Landry was, from the roofs. The tank attack was stopped, and before dawn the next day the 1st Division had advanced six miles inland from Gela to Ponte Olivo airfield. Behind it, the

beachhead was secured and an overwhelming mass of equipment was coming ashore.

This telephoto picture shows the tank battle at its very height. Thirty German tanks heading to right of picture are crossing the plain, most of them hidden in the smoke. The shell fire is from field artillery pieces and from the 5- and 6-inch guns of the warships. The white puffs at left are from phosphorus shells. After taking the picture, Landry was forced to leave the roof because the shells were coming too close. A minute later the roof was blown to bits. When the tanks reached the coast road (off picture to right) the Navy's guns got a precise range on them and blasted them back.



Cathedral square in Gela looked like this on the sunny morning of July 10, when the Americans captured the town. Landry took the picture from the steps of the undamaged cathedral. At the feet of the two American soldiers lies the dead body of an Italian sergeant. The piles of clothing

and dark splotches of blood were left after most of the dead and wounded were taken away. In background the flag flies over Ranger headquarters. The stall ahead of the gaping breach in a white suit, is an outdoor bookstore. Street at left runs to the harbor, a block and a half away.



General Patton, carrying his pearl-handled pistol and Leica camera, congratulates Lieut. Colonel William O. Darby of Rangers in front of Ranger headquarters. Colonel Darby led the first Rangers into Gela and personally fought off an enemy tank in Cathedral square. A brigadier general stands behind.



During an air raid in Gela, everything stops and everybody gets under cover. A minute before there were 35 people in the square; now there are three. Unable to get to shelter, these three are lying face down on the pavement, one huddled beside his jeep. Hairdresser shop in background is out of business.



Lubricant drums, weighing 100 pounds each, are landed the afternoon of July 10 for the use of vehicles. White patch in back of soldiers' helmets provides identification at night. Boat is an infantry landing craft, carrying about 200 men. Offshore is tank landing ship.



Civilians evacuate the town, even though Gela is surrounded by fighting. This picture, taken from the second floor of Ranger headquarters, shows a father with his two sons and all their possessions. A jeep is parked on the sidewalk to protect it from air raids.

Invasion of Sicily (continued)



Down main street of Gela march hundreds of Italian prisoners. As they march, they burst into song, happy that they may now be going to the U. S. Iron shutters close most of the street windows and American soldiers guard prisoners with tommy guns.



Italian prisoners, carrying their scanty belongings, are loaded into an infantry landing craft to be carried out to a transport. These soldiers seemed reasonably well fed, while civilian population of Sicily apparently was near starvation. Many of the soldiers seemed anxious to punish Mussolini and the Germans.

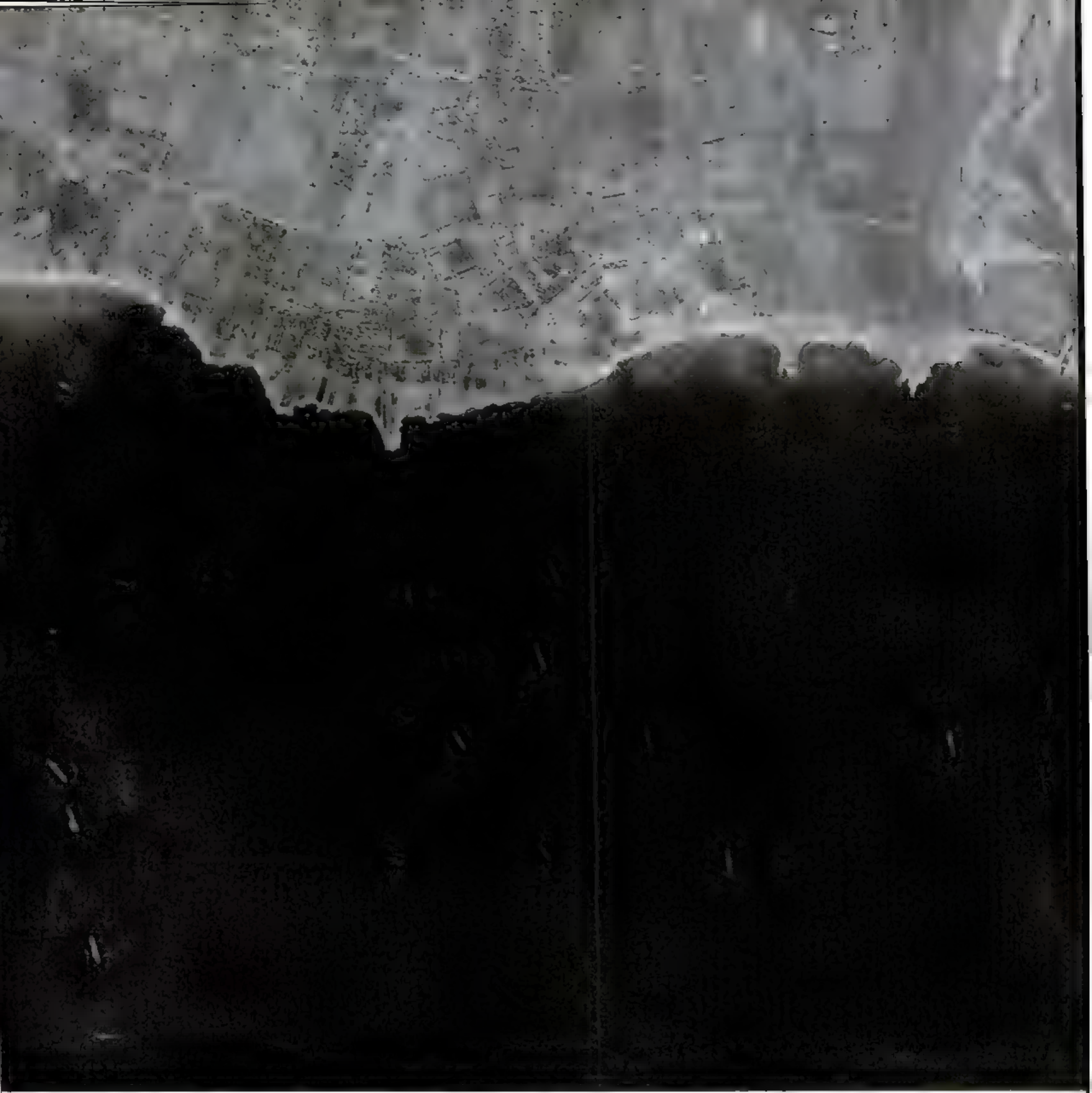


In a stockade, formerly built by the Italians as a place for Allied prisoners from the North African battlefield, Italian prisoners are now herded before being put aboard ships. A deep ditch has been dug around the stockade to serve as an air-raid shelter. On the beach nearby more sup-

plies are brought ashore from ships. Under the wall at right can be seen the mast of a Sicilian fishing boat. As soon as the Americans were in control, they allowed these fishing boats to put to sea and bring back fish for the people. In addition, they gave Sicilians some of their own food.



ON THE BEACH NEAR GELA AN AMERICAN STANDS GUARD OVER A FALLEN COMRADE



BRITISH 8TH ARMY LANDS IN SICILY

Picture, taken by U. S. Army plane,
shows ships unloading equipment
on southeast coast near Syracuse

While the American public last week was watching the American troops under Lieut. General George Patton in their spectacular dash to Sicily's north coast, the British 8th Army under General Sir Bernard Montgomery was doing the hardest fighting. Actually, although they were two different armies in organization and nationality, they were only one army in strategic and tactical purpose. That purpose was to conquer Sicily and trap as many Axis troops as possible. By the end of last week more than four fifths of the island and 110,000 prisoners had already been taken.

Throughout the invasion the two armies have functioned as one. This picture shows the landing of part of the 8th Army's invasion force on the southeast coast of Sicily from a point about seven miles south of Syracuse (off right) to a point a little more than a mile north of Avola (off left). The distance covered by the picture, taken by a photographic reconnaissance plane

of the U. S. Army Air Forces, is about six miles. In it some 200 ships, mostly transports and landing craft, can be seen unloading men and equipment. In between the large ships scoot PT boats and unloading craft of all types. In the bay at the right, tank landing craft are unloading their vehicles on the beach, while a sea plane floats nearby. Farther out at sea, searchlights from enemy land batteries are spotting up near the transports, proving that all Axis opposition has not yet been eliminated. The Axis warships, such as the three big ones in the foreground, can be distinguished from the transports by their extreme length and narrow width.

The picture also reveals interesting military objectives ashore. On the far right, near the beach, the jagged black line is anti-invasion barbed wire strung up by the Italians. Farther to the left, still close to the beach, are excavations from which the Sicilians apparently got sand. Inshore from the landing craft and



the seaplane is a big cistern, while just beyond the misty cloud is the little town of Cassibile, with its railroad station (to the left and nearer the camera) on the winding main-line railroad from Syracuse to Noto. The railroad can be distinguished from the highways because it appears more gray than white. Around the station are orchards and to the left is the Cassibile River flowing to the Mediterranean. At the far left is Cape Negro and just off the picture, the town of Avola.

By last week most of the ships had left this coast. With the 8th Army safely landed and the ports of Augusta and Syracuse to the north taken, most of the British supplies were undoubtedly coming in where regular port facilities existed. The 8th Army itself, toughened by its long hard fight in Africa, was engaged in bitter fighting against several German divisions near Catania. Although, the British outnumbered the Germans, the enemy was well established behind

good defense lines based on the mountains and the Simeto River. Toward the end of the week, the Germans announced that the British had breached their lines. Sooner or later, the town of Catania would fall.

Meanwhile the Americans had confounded the experts, who had expected them to conduct a holding operation while the British cut through Catania toward Messina. Just the opposite happened. Against feeble opposition the Americans pushed rapidly through Agrigento, Sciacca and Castelvetro, while an armored column cut sharply through to the north coast capturing the Sicilian capital of Palermo with its population of 434,000, and trapping 45,000 Italians to the west. The Germans and Italians announced they had lost Marsala and Trapani and were evacuating all of western Sicily. Said General Sir Harold Alexander, commander in chief of Allied ground forces in Sicily, of the Americans: "After the fighting they have done, the Ameri-

cans are fine fighting troops, indeed. There is no comparison between the Americans in Sicily today and the Americans six months ago. They are at least 100% better." Of the Canadians, who were advancing in the center between the British and the Americans, he said, "Battle experience will make the Canadians rank among the finest fighting troops there are."

But there was still hard fighting ahead. The Axis knew it. The Axis, apparently, was withdrawing to a line from Catania northwest around Mt. Etna to San Stefano di Camastra on the north coast. There they would be protected by rugged high mountains and deep passes. Speedboats could still smuggle supplies to them at Messina and the last fifth of the island might be harder for the Allies to conquer than the first four-fifths. But in spite of such hopes, the people of Italy understood their inevitable destiny. Waves of strikes, sabotage, and peace riots were reported everywhere.

MUSSOLINI'S END

RID OF THE JACKAL, THE ITALIAN PEOPLE HAVE A CHANCE TO BECOME THEMSELVES ONCE MORE

One of the greatest of Italians is Maestro Arturo Toscanini, conductor of the NBC Symphony Orchestra. Maestro's father was a sturdy peasant who fought in the army of the patriot Garibaldi in the wars of 1848 to 1870, which liberated Italy and correspond to our American Revolution. At 76 Maestro remembers his father just as vividly as he remembers his innumerable musical scores, and he thus carries into the Twentieth Century the traditions of Garibaldi and Mazzini almost at first hand. In his life and art he has become for millions of people a human symbol of the defiance of Fascism. Once, in Bologna, a Fascist official tried to make him play the *Giovinezza*, the Fascist national anthem. He himself cannot remember what he said, but it was to the effect that the *Giovinezza* wasn't even music; that he wouldn't play it; that he would spit all over it. Hereupon a gang of more than 60 Black Shirts grabbed him and beat him up—though he was then aged 64—so that he vowed never again to play music in Italy as long as Fascism lasted. And he never did. He went about Europe growling at the dictators, and he defied Hitler at Salzburg, Austria, until 1938. Then he came to the U. S.

Last Sunday Maestro Toscanini was conducting his orchestra when an almost incredible coincidence occurred. He had chosen for this broadcast some selections in concert form from the operas of his venerated friend and idol, Giuseppe Verdi—another fire-eating Italian patriot, who had died in 1901 at the age of 88. More than any conceivable program, this one symbolized Italian defiance of Mussolini. And that was why the audience could scarcely believe its ears when the loudspeaker broke into the intermission: "We interrupt the program to make an important news announcement. Mussolini has resigned."

The Jackal

Benito Mussolini was a traitor to the ideals of the Italian people. For, in their way, the Italians are passionate lovers of freedom. They lead intense personal lives, and have intense personal opinions which they will surrender to no man, and they love freedom in an intense personal way. But Mussolini stripped them of freedom, and in so doing he stripped Italy of her self-respect.

Mussolini had a certain genius for organization which might have produced much good. When he came to power in 1922 the world hoped that he would be able to integrate and extend Italy's industries, increase her commerce, rebuild her self-confidence. And indeed he accomplished certain limited aims. As commentators never tired of telling us, he made the trains run on time—approximately. He goaded industry into action and renovated the splendors of ancient Rome; and he saw more clearly than some the fallacies of the League of Nations.

But having taken freedom away from his people, Mussolini proceeded to follow the path of all the villains of history. He used a

bread-and-circus technique, complete with soldiers, slogans, games, flags, tanks—and a conspicuous stage for the Duce. For an emotional people, fond of drama, fond of gestures even in their ordinary speech—a people who support an opera house in practically every hamlet—this technique had a certain appeal. But it became ridiculous when they discovered that Mussolini himself took it seriously. And then it quickly became tragic. He told them he was going to get them an empire. They didn't want an empire. He told them that Italy had "a hard but magnificent task—that of obtaining primacy on earth and in the skies." They didn't want primacy, they didn't want to rule civilization. But having lost their freedom they could not stop the clown from trying to become a Caesar.

A man capable of such gross misrepresentation of his own people could never become a Caesar. The very basis of his power was evil—immoral. This became evident as soon as he began to put his boasts into action. The deliberate rape of Ethiopia shocked the world. He made a diabolical alliance with Hitler—against every instinct of his people. And in 1940 by springing on France when she was prostrate he performed one of the most cowardly acts of history. Well did he earn Winston Churchill's Shakespearean invectives—"The crafty, cold-blooded, black-hearted Italian" who thought to get "an empire on the cheap. . . . This whipped jackal, Mussolini, who to save his own skin has made all Italy a vassal of Hitler's empire. . . . A lackey and a serf, the merest utensil of his master's will. . . ."

Unconditional Surrender

The circumstances of Mussolini's going were swift and stark. The Allies had all but overrun Sicily and the Sicilians were greeting their American and British "conquerors" with a joyous enthusiasm that spelled out a hatred for Fascism clearer than any words. In his hour of desperation Mussolini appealed to Hitler but his evil partner apparently declined German assistance for the defense of Italy. King Victor Emmanuel dismissed Mussolini and his Fascist cabinet, took personal command of Italy's armed forces and named Marshal Badoglio the new Premier. Because Badoglio was no Fascist—in fact Mussolini forced him to resign as Chief of Staff in 1940—it was widely hoped and expected that this might mean the end of the Fascist regime and Italy, though fighting on a little longer to satisfy her honor, might be getting ready to put in a bid for a negotiated peace with the Allies.

Against any such negotiated peace we on our part must take a firm stand. Now of all times it is necessary to follow the line laid down by the Casablanca Conference—Unconditional Surrender. If we negotiate a peace now with tottering Italy, the whole continent of Europe will expect the same.

Twenty-one years of fascism produced 21 years of the worst corruption and cruelty a civilized people has ever known. Even its

vaunted "efficiency" was gross inefficiency by any American standards. Its crimes, political and social, are blots of blood that no negotiated peace can erase. And deeply implicated in this vicious regime is the House of Savoy and Victor Emmanuel himself. It was he who first knuckled under to Fascism by putting Mussolini in charge and then continued for two decades to accept it in all its wickedness. It was Fascism that made him a petty Emperor. Many people think that, by all the rights we are fighting for, it should be anti-Fascism that puts him and his royal house off the throne of Italy.

Bella Italia

And even from the point of view of the Italian people it is necessary for us to be firm—even if this means more destruction and the lives of more of their sons. Maybe that is the price that destiny will exact of them for the renascence of the nation that Garibaldi established. The collapse of Mussolini gives the Italians their first clear chance in more than 20 years to be themselves, to reassert those beautiful qualities that have been trodden into the muck and slime of Fascism. By our firmness we must make that chance a reality. For indeed the world has almost forgotten what Italians are really like—a lovable, laughing people. They are not warriors, as Mussolini for all his martial ranting has now discovered. Their courage is always balanced by a strange, almost cynical realism that enables them to cut through bunkum like a knife. They will fight only for that in which they deeply believe. And since they believed in neither of the world wars they fought poorly. They are that simple—and that honest.

They have also a deep sense of pride, which has been hurt, and a deep sense of loyalty, which now seeks expression. And they are always lost without expression. They are the most expressive people on earth—eloquent, and subtle, and warm. Their gifts to mankind have not been the gifts of war, but the gifts of peace. They are people of the sun. They love to make things grow—it is part of their love of expression. And this makes them also the children of the arts—and above all, of song. They know tragic song and gay, lyric song and dramatic. They know the songs of love and the songs of sadness, the songs of longing and the songs of triumph. They sing them under the bright Mediterranean stars, when the night is warm and heavy with blossoms, and they sing them in the green fields and trudging down the dusty white country roads. Song is to them as natural as life itself.

What Italians, reported to be demonstratively crying "Down with Hitler" and "We want Peace," really need now is a new song of freedom—the kind of music that great souls like Garibaldi and Mazzini would understand as an expression of their true natures, the kind of music that Toscanini could play with pride in the rebirth of his native land.

A photograph of a meal consisting of a bowl of light-colored soup and a side salad. The salad is topped with sliced peaches and blueberries. A small white card with the text "ell's SOUP" is visible in the upper left corner of the image.

A close-up photograph of a plate of food. The main item is a large, golden-brown, rectangular fried food, possibly a fritter or a piece of fried bread, which has a slightly textured surface. It is served on a white plate. To the right of the fried item is a small bowl filled with a vibrant red sauce. A silver spoon is placed on the left side of the plate, partially overlapping the fried item. The background is dark and out of focus.

That's why these tempting, satisfying soups are playing such an important part in many a woman's mealtime scheme. Try this summer supper idea soon... a meal of easy-to-fix cold dishes—like crisp salads and appetizing sandwiches—with bowls of the family's favorite Campbell's Soup as the one hot dish.

A collage of Campbell's soup products. In the center is a bowl of Campbell's Scotch Broth, which is a light-colored soup with visible chunks of vegetables and meat. To the right is a bowl of Campbell's Tomato Soup, which is a vibrant red color. Below the tomato soup bowl is a can of Campbell's Tomato Soup, showing the iconic red label with the brand name in script and 'TOMATO SOUP' in bold block letters. The background is a textured, dark blue-grey fabric with a subtle pattern. The overall composition is a classic representation of the brand's product range.

SALVAGE TIN TO WIN! *It will mean more tin for canned foods and for war materials. Save every can you open. Remove label. Cut off or fold in both ends. Wash and flatten.*

No need to keep four soaps on hand!

SWAN'S FOUR SWELL SOAPS IN ONE!

1. BATH

SWAN'S GRAND FOR BATH! LATHERS LIKE SIXTY IN HARDEST WATER. HOW IT LASTS!

2. DISHES

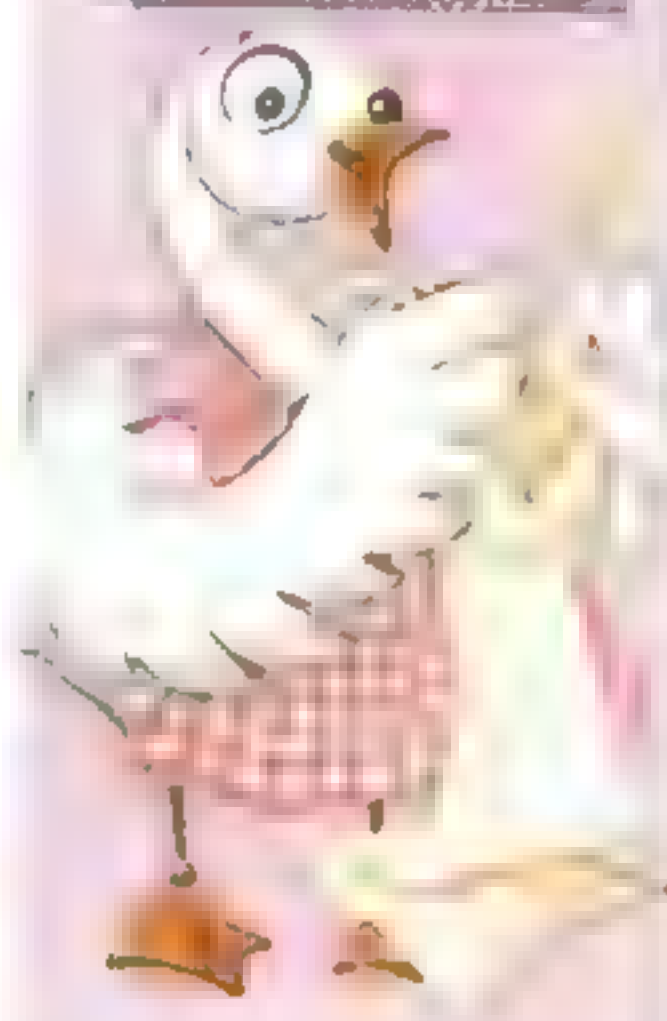
SWAN'S A WHIZ FOR DISHES! WHIPS UP CREAMY SUDS QUICK AS A WINK!

3. FINE THINGS

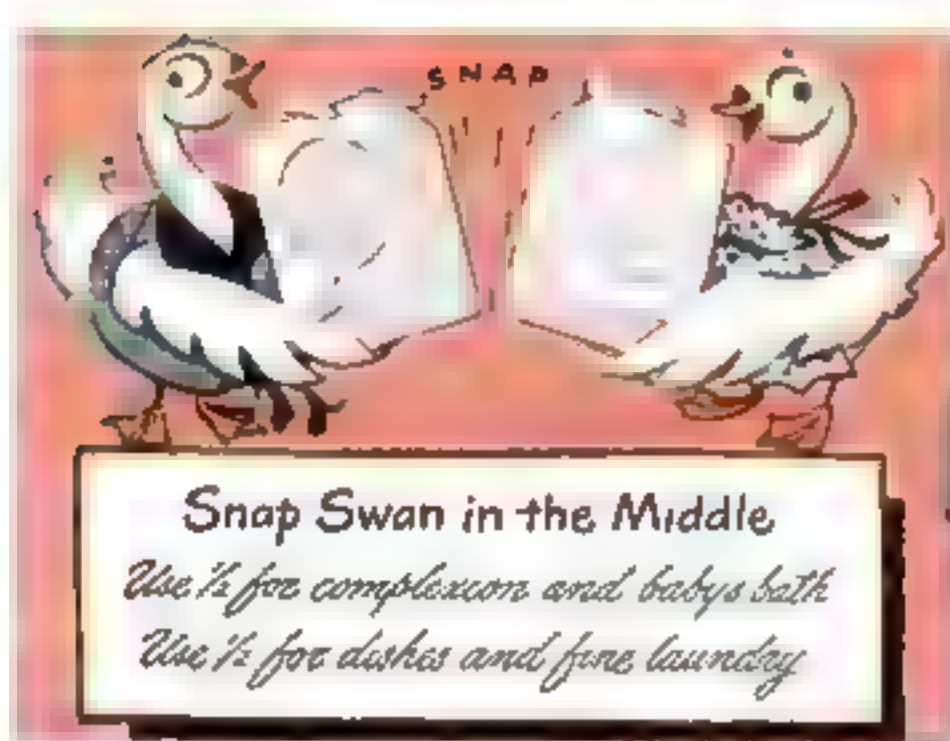
SWAN'S A WONDER FOR FINE THINGS! HELPS KEEP PRECIOUS SILKS LIKE NEW!

4. BABY

SWAN'S IDEAL FOR BABY! PURER THAN FINEST CASTILES!

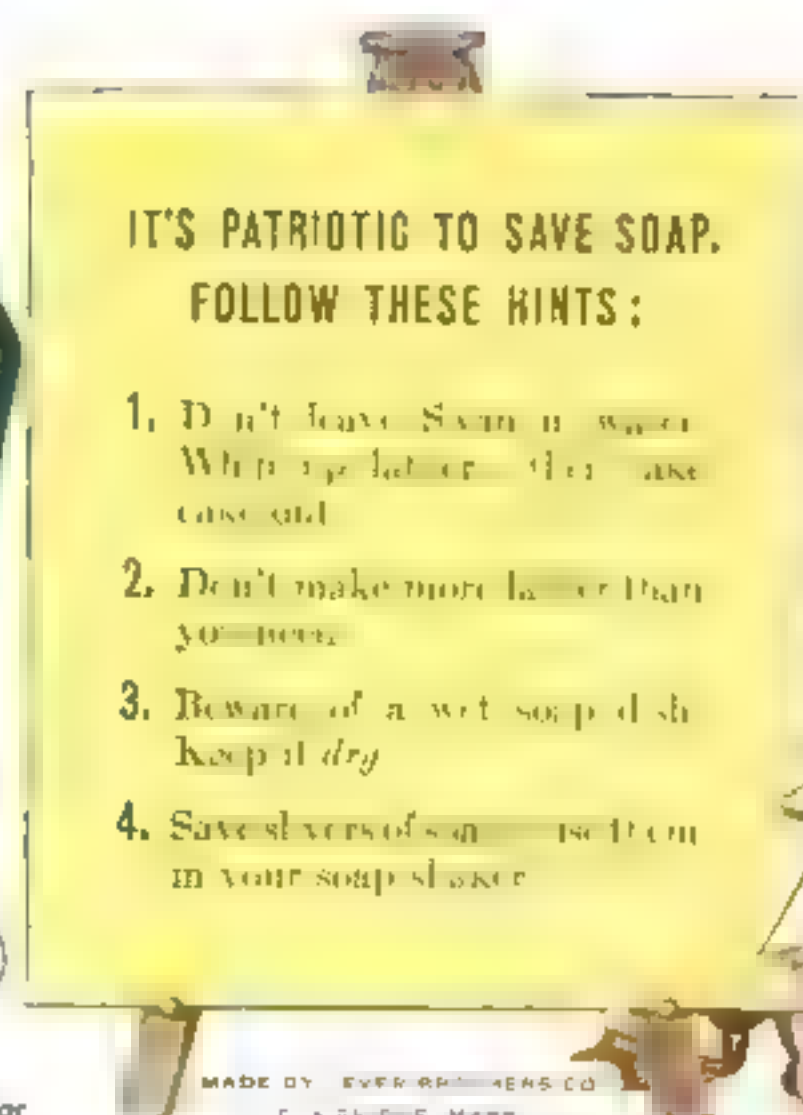


A lass? ____ A dish? ____ A slip? ____ A tot?
One thrifty soap will wash the lot!



Snap Swan in the Middle

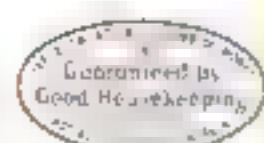
Use 1/2 for complexion and baby's bath
 Use 1/2 for dishes and fine laundry



IT'S PATRIOTIC TO SAVE SOAP.
 FOLLOW THESE HINTS:

1. Don't leave Swan in water. When you lather, then use case and.
2. Don't make more lather than you need.
3. Beware of a wet soap dish. Keep it dry.
4. Save suds of soap. Use them in your soap suds.

SWAN'S 4 SWELL SOAPS IN 1



Two convenient sizes - Large and Regular

MADE BY EVERETT HENS CO.
 C. & D. H. MASS



AT 9:30 IN THE MORNING 350 EAGER CITIZENS OF BURBANK, CALIF. LINED STREET IN FRONT OF FINLEY'S JEWELRY STORE TO BUY 'HARD-TO-GET' ALARM CLOCKS AT A SALE

ALARM CLOCKS

Anxious customers stampede to buy them at a sale in Burbank, Calif.

Californians, accustomed to standing in lines for autographs, movie premieres and revival meetings, were queuing up for a new wartime reason last week. A jewelry store in Burbank, a Los Angeles suburb, had extensively advertised a sale of 500 all-metal alarm clocks (imported from Switzerland) at \$4.95 apiece. When the store opened on Saturday morning at 9.30, the crowd of eager customers (*above*) extended for a full block in a double line. Once in

the store, buyers (*below*) thrust their money into the hands of harried clerks, grabbed the midget clocks without more than a cursory inspection.

Before the war, alarm clocks could be bought in corner drugstores as easily as a pack of cigarettes. But in June 1942 the WPB stopped the production of alarm clocks to save copper and brass. Last March the manufacture of 1,700,000 Victory models was authorized, but to date few have reached consumers.

SERVICEMEN, WORKERS AND HOUSEWIVES SURGE FORWARD IN THROG THAT GOBBLED UP THE 500 CLOCKS. THE IMPORTED TIMEPIECES SOLD FOR \$5.00 INCLUDING TAXES



WOMEN IN TROUBLE



Tearful Ruth Holler, a Wac from Newark, N. J., married Private Scott Holler July 11. Then they set off on a honeymoon, without leave. Private Holler dressed as a sergeant, his wife as a civilian. Cushioning their AWOL way with \$3,100 worth of rubber checks, they went to Chicago in style, put up at a good hotel. On July 20 the FBI nailed them, arrested the honeymooners for passing bad checks, and the groom was arraigned for impersonating a sergeant.



Wide-eyed Nancy Oakes de Marigny, 19, was studying at bucolic Bennington College in Vermont last month. Then came news that her multimillionaire father, Sir Harry Oakes, had been bludgeoned to death on July 8 and left to die in a blazing bed at his estate in Nassau. Accused of the crime was Nancy's husband, Alfred de Marigny, 38, a former count. Last week Nancy visited her handsome husband in a Nassau jail and decided he was innocent.



Motherly Clara Edwards, 45, posed for this picture with her ten children outside the Muncie, Ind. courthouse where she was on trial for the murder of her husband last week. She is dressed in the black lace dress and picture hat which her daughters bought for the occasion. When her

drunken husband threatened to kill her and the children, Mrs. Edwards shot him. She said that she killed him with God's approval. On July 22 the all-male jury agreed, returned a verdict of "not guilty." A courtroom packed with sympathetic women cheered the acquittal.

Cadillac



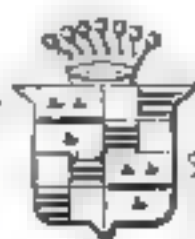
Commando of the Tanks

Great speed and unequalled maneuverability make the M-5 light tank, built by Cadillac, the commando of the tanks. Commando-like, it strikes swiftly and surely with unfaltering pace wherever it can gain a foothold. Army Ordnance engineers, familiar with every phase of tank operation and the relative success of each type in action, joined forces with Cadillac engineers in developing the M-5. As a result, the M-5 incorporates all that is latest

and best in light tank practice plus two innovations from Cadillac peacetime engineering. This accounts for its high speed and great maneuverability. Surrounded by the utmost secrecy, the M-5 had been in full production for more than a year before this phase of Cadillac's war production program became known. Hence it started hitting the enemy with demoralizing results before its existence was suspected. Thus Cadillac's

forty years of "know how" is being most effectively used in the service of the nation. Other projects entrusted to us include precision-built inner assemblies for America's foremost liquid-cooled aircraft engine, as well as many other vital parts for the Army and Navy. All of these are products calling for outstanding skill and craftsmanship of the type upon which the Cadillac reputation and tradition are founded.

CADILLAC MOTOR CAR DIVISION



GENERAL MOTORS CORPORATION



LET YOUR DOLLARS WORK, TOO—
BUY
WAR BONDS AND STAMPS



FIRST STEAMER THROUGH NEW LOCK, THE "CARL D. BRADLEY," REACHES UPPER GATES CONNECTING LAKE HURON WITH LAKE SUPERIOR. TWO OLD SOO LOCKS ARE AT RIGHT



Progress picture of new lock taken last April 17 shows how U. S. Army Engineers built the concrete side walls in sepa-

rate sections or "monoliths." Water at upper end is held back by "stop logs." The project was begun in June 1942.

SOO'S NEW LOCK

Fifth lock at Sault Ste. Marie is named for General MacArthur

Designed to speed the eastward flow of war-essential iron ore from the Mesabi range to the steel mills, a new lock was opened in the Soo waterway between Lakes Huron and Superior last month. The new link, named for General Douglas MacArthur, was built in a record 13 months at a cost of \$14,000,000. At the impressive military dedication Michigan Congressman Fred Bradley called the canal the "jugular vein in the United Nations war effort." Then, carrying several hundred officials, the *Carl D. Bradley* (named for the Congressman's father) became first steamer to pass through the waterway (above).

The MacArthur lock is the fifth at Sault Ste. Marie. Four are U. S. owned and operated; the other is Canadian. For finishing the huge project ahead of schedule, employees of the construction company were awarded an Army-Navy "E." More than 200,000 cubic yards of concrete were poured into the passage, and two sets of iron gates with two leaves each, the largest weighing 172 tons, were installed. The lock, which raises ships 20 feet from Lake Huron to Lake Superior, can be filled or emptied in less than 13 minutes. It is 800 ft. long, 80 ft. wide and 30 ft. deep.

CONTINUED ON PAGE 21

LUCKY STRIKE MEANS FINE TOBACCO!

"Tobacco Talk." Painted from life in the tobacco country by James Chapin



...YES, LUCKY STRIKE MEANS FINE TOBACCO!

So Round, So Firm, So Fully Packed—So Free and Easy On The Draw

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

ITS TOASTED
LUCKY STRIKE

CIGARETTES

LUCKY STRIKE

Men Who Plan beyond Tomorrow Like the Lightness of Seagram's V.O.



A seashore hotel of Tomorrow! One hundred miles from your office... thirty minutes by air. Your helicopter lands on the roof... a scooter glides you down for a dip before you dine. You dance or play the evening away... and then to your room, whose all-glass outside wall brings you starlight by night... the sun's rays by day. It's being developed *now* by Men Who Plan Beyond Tomorrow!

* * *

DO YOU REMEMBER when Pittsburgh won the Rose Bowl football game from Washington? When the U.S. took the Davis Cup in the International Tennis Match? When Seabiscuit tied with War Admiral as "the horse of the year"? All these things happened six years ago... when the distinguished whiskies in Seagram's V.O. CANADIAN were blended for gracious flavor and laid away to mellow. Ever since that memorable year, these rare whiskies have been treasured for *Tomorrow*... so the V.O. of today will always be so smooth, so satisfying, so definitely preferred!

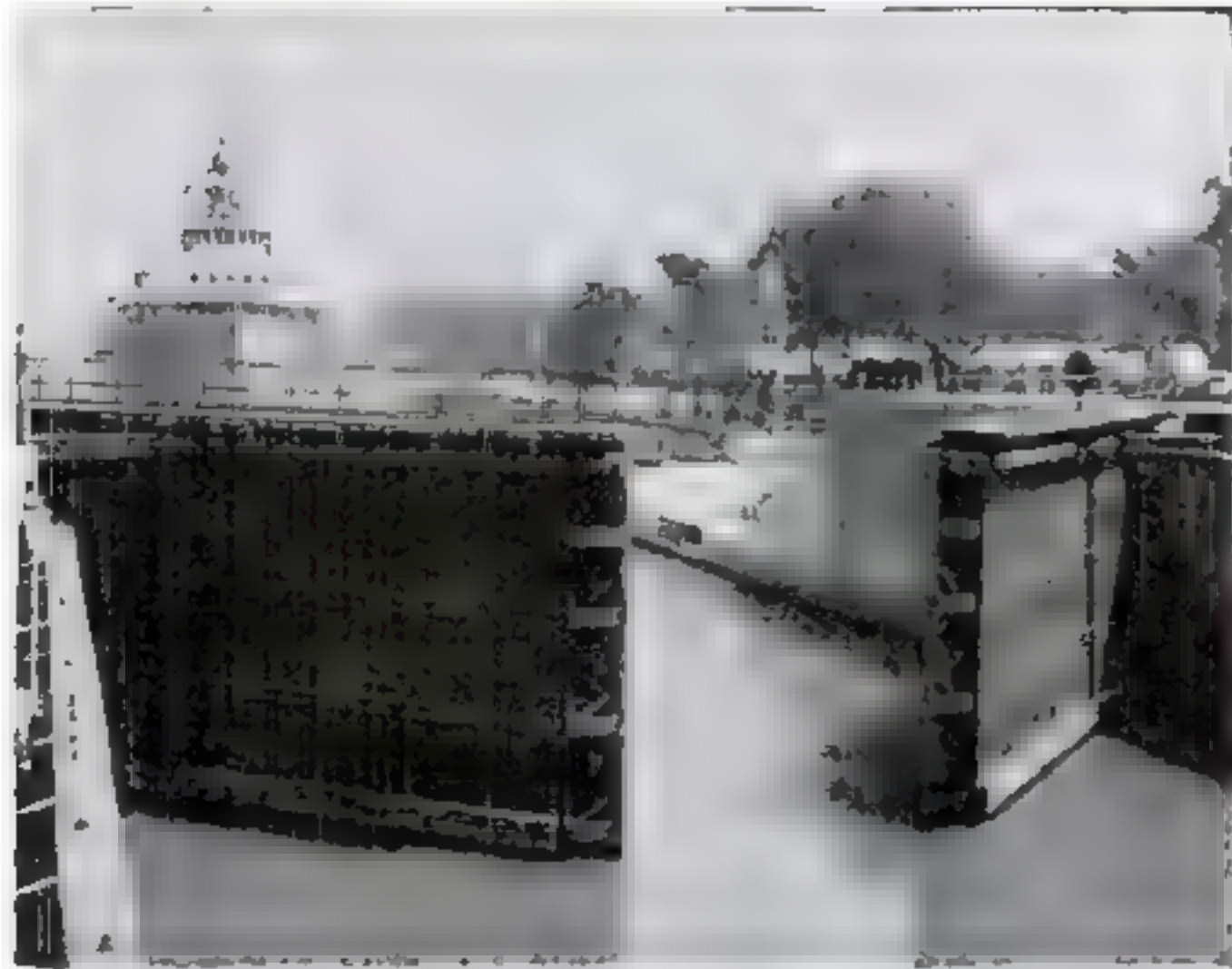


Seagram's V.O. CANADIAN

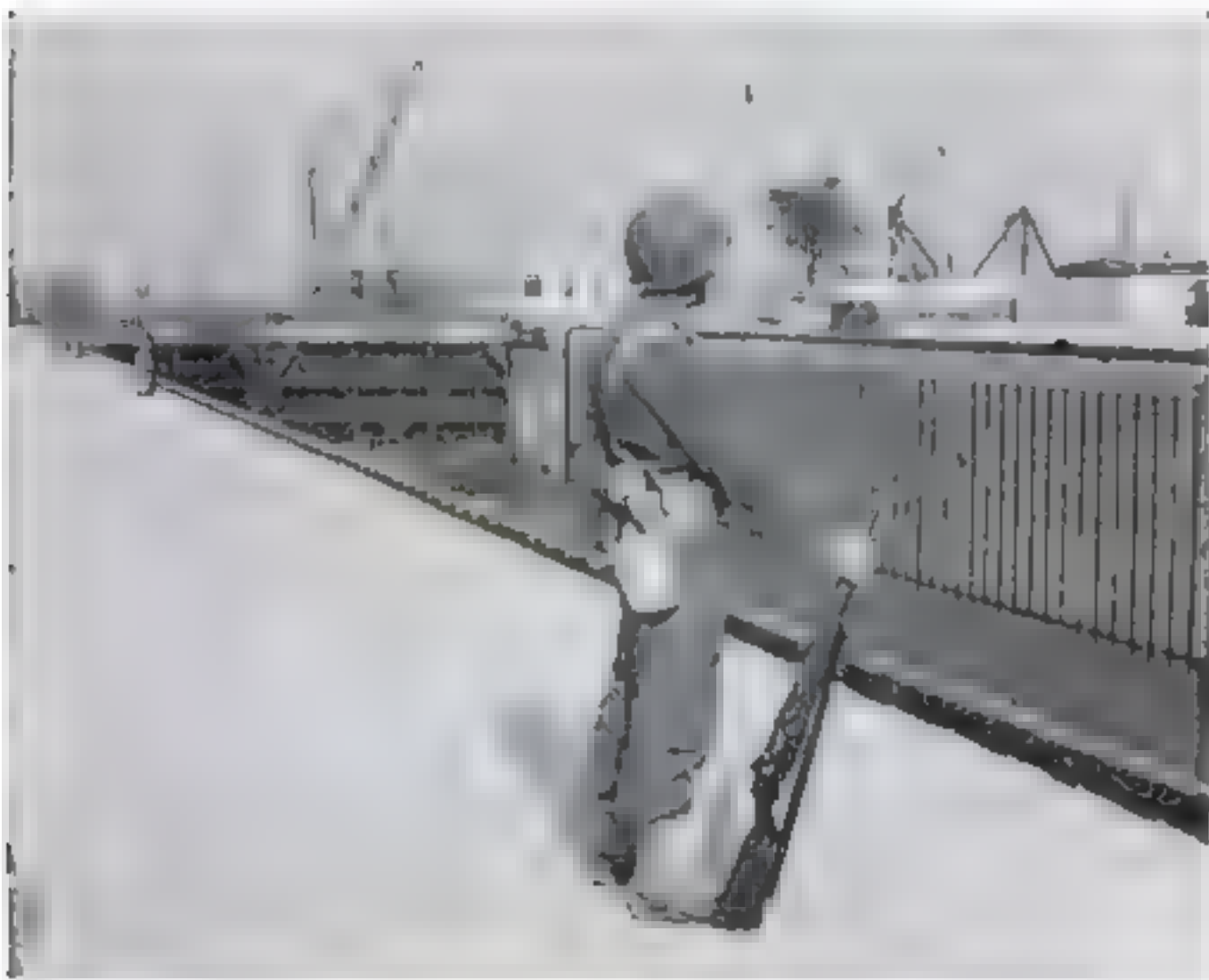
CANADIAN WHISKY • A BLEND OF RARE SELECTED WHISKIES

Six Years Old — 86.8 Proof. Seagram-Distillers Corporation, New York

Soo's New Lock (continued)



Iron gates at Lake Superior end open for the ore boat *Carl D. Bradley*. The gates, which open in 1 1/2 minutes, were made from iron ore shipped through the Soo locks.



Soldiers stand guard along new waterway. During construction the public was not allowed near project. Barrage balloons and anti-aircraft guns also protect the lock.



New and old plaques commemorate work of Engineers Corps. MacArthur lock is on same site as Weitzel lock, which took eight years to build, was completed in 1831.



COME OUT OF THAT '5 o'clock Shadow'



1. You Didn't Think She'd Notice, Eh?

Man, that's a *bad* error! Every woman notices "5 o'clock Shadow" — that messy afternoon beard stubble. To be spick and span begin with your chin. Keep it smooth *all day!*

2. How To Get The Chin That Wins



It's simple. Just shave with a Gem Blade. Gem's the super-keen blade that gives you *all-day* face neatness. A Gem shave lasts longer, looks better, feels better.

3. Thicker, Tougher Steel!



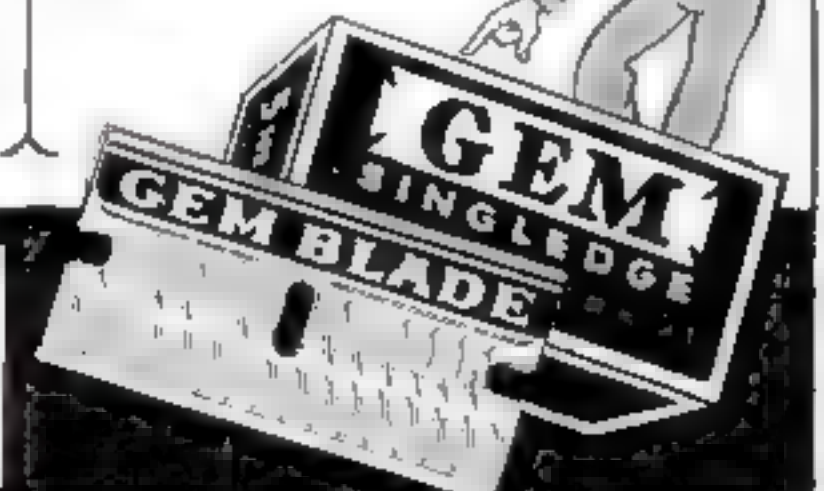
Sturdy Gem is stropped to a deep wedge-edge. No flimsy steel can stand up to such a stropping or take such a keen, *longer-lasting* edge.

4. Get More Shaves— Save Steel

Make your durable Gem Blades last even longer by protecting their edges. Dry your razor and blade carefully after each shave.



GEM





It's got **SOMETHING** **SYNTHETIC**

TODAY's biggest news for American motorists is that Goodyear is again building passenger car tires for civilian use — and has been for some time.

Yes, they're synthetic rubber tires, built — as all other such tires must be today—from GRS synthetic rubber produced in government plants.

But in the **GOODYEAR SYNTHETIC RUBBER TIRE** you get something no other wartime tire can give you — a plus that insures greater value for your money.



You get a tire bettered by the manufacturing skill and ability that have made Goodyears the world's first-

choice tires for more than a quarter-century.

You get a tire solidly advantaged by Goodyear's long experience in handling synthetic rubber, a knowledge that dates back beyond the granting of our first synthetic patents in 1927.



You get a product that is a direct descendant of America's first all-synthetic rubber tire, produced by Goodyear in 1937.

And you get one that benefits from Goodyear's work in building for the Army the first tires made entirely from synthetic rubber produced in the new government plants.

Beyond this, you get a tire buttressed with the tough resilience of Goodyear's famed Supertwist Cord carcass and a safe, quick-stopping, non-skid Goodyear tread.

Add it all up, and you'll see why wise buyers will continue to choose the tire that bears the greatest name in rubber — *because it is the best synthetic rubber tire that can be built of materials now available.*

But remember — the tire situation is still extremely critical—there will not be enough synthetic tires to go around for a long time to come. Continued tire conservation by ALL car owners is more than essential — it's a patriotic duty!

Supertwist—T.M. The Goodyear Tire & Rubber Company.

GOOD

THE GREATEST

no other TIRE can give you!

THE BEST IS YET TO COME

The present GOODYEAR SYNTHETIC RUBBER TIRE is the best that can be made, in light of current knowledge. But major facilities of the new million-dollar Goodyear Research Laboratory are being devoted today to further improving the quality of synthetic rubber, and methods of building it into tires. Work now under way gives promise that — good as Goodyear Synthetic Rubber tires are today — they will become progressively better as time goes on.

The New Goodyear
Research Laboratory



GOODYEAR
NAME IN RUBBER



The NEW
GOODYEAR
SYNTHETIC
RUBBER TIRE

for essential civilian cars

(Sale restricted for the present
to class "B" and "C" drivers)



To a chalet in the Swiss Alps comes Lewis Dodd (Charles Boyer), composer friend of the Sangers. Talking with Paula

(Joyce Reynolds) and Tessa (Joan Fontaine) who leans on his arm, Lewis is interrupted by Mae, singer (Joan Blair)

MOVIE OF THE WEEK:

The Constant Nymph

Novel comes to screen for third time

Deluged with war films for the past six months, the movie public is asking for escapist drama. In the words of *Variety*, war pictures are dead ducks. But producers quick to jump on the bandwagon of topical films realized that a change would come, built up a backlog of "super-escapist" productions.

One of the first of these to be released is Warner Bros'. *The Constant Nymph* which was made over a year ago. This movie is an adaptation of Margaret Kennedy's novel which was an explosive best seller of 1924. Discovered two months after publication in England by Music Critic Augustine Barrcl, *The Constant Nymph* overnight found popular appeal. In 1925 it was published in the U. S., has now sold more than 160,000 copies. Few novels have had as many translations into dramatic mediums. In 1926 it was produced as a play in London starring Noel Coward and Paula Best. New York and Paris productions followed. Its first appearance as a movie was in 1929 when Ivor Novello and Mabel Poulton played in a British version. In 1934 Brian Abern and Victoria Hopper starred in a later filming.

Author Margaret Kennedy wrote her first novel at 15, promptly burned it. She later received a degree from Oxford, spent two years writing a modern European history textbook. *The Constant Nymph*, her second published novel, is the story of the unconventional life of a musical genius. Plot unfolds mainly with the love of a sensitive child woman for a talented composer who marries her sociate cousin.

Now in its third film version *The Constant Nymph* has lost none of its charm. It is a story of varying moods. By turns it is cultish, poignant, explosive and tragic. As Tessa, the young girl, Joan Fontaine is magnificent, brings a rare degree of sensitivity to a role which makes her a candidate for another Academy Award. With a cast that includes Charles Boyer, Alexis Smith, Charles Coburn, Peter Lorre, *The Constant Nymph* is a tender emotional experience.



Playing the piano is Albert Sanger (Montague Love), a once-great musician. Lewis listens to his playing, becomes thoughtful as Sanger accuses him of being ashamed of melody.



In the living room Lewis Dodd conducts his newest composition before an orchestra composed of the Sanger children. Tessa sings of her love for Lewis through the words of the song.

CONTINUED ON PAGE 41



THESE KODACOLOR SNAPSHOTS bring to pass the dream of generations—full-color prints, made from color negatives in an ordinary roll-film camera . . . Although Eastman Kodak's new Kodacolor process is photography's most important news in years, war production comes first, and

full production of Kodacolor Film for the public must wait. Use the small amount now available to give your man in the Service a delightful surprise—an occasional snapshot from home in FULL COLOR. No new equipment needed—ask your Kodak dealer about Kodacolor.

Kodak research has made Color Photography a part of everyone's life

Back in 1928, Kodak brought out a film for making home movies in full color. It was merely a start, in the light of what has been done since, but it was the first of its kind, and it brought joy and satisfaction to a great many people.

In 1935, Kodak was able to introduce full-color Kodachrome Film for home movies—and it "had everything." Projected on the screen, it showed, in radiant color, the faces and episodes which make up "family history" . . . At the present time, Kodachrome Film is shooting records of actual combat for the Army, Navy, and Air Force—for military study, and for training.

In 1936, Kodachrome "still pictures," shot with a Kodak Bantam or 35-mm. cam-

era, and projected on a screen, were a new joy to tens of thousands.

In 1938, the introduction of Kodachrome sheet film led to full-color photographs as illustrations in magazines and newspapers. By showing attractive foods and new things in home decoration, color photography was a guide to better living. With pictures of remote, colorful countries, it brought home the world "as is."

In 1941, color photography moved closer to the familiar black-and-white snapshot—Municolor prints from miniature Kodachrome Film were made available by Kodak . . . and for professionals, Kodachrome

prints made from Kodachrome Film in larger sizes. Projection on a screen was no longer the only means of enjoyment . . . But full-color prints on paper were still to come.

Last year, 1942, the cycle was complete. Kodacolor Film, usable in ordinary cameras and processed by Kodak, yields Kodacolor prints on paper. The methods of making full-color photography as universal as black-and-white are now fully known.

• • •

Now, Kodak Color Films are "in the service"—better to watch our enemies from the air, and penetrate their camouflage . . . to record our troops and ships and planes in action . . . and to train our men . . . Eastman Kodak Co., Rochester, N. Y.

Serving human progress through Photography

PONTIAC

BUILDING FAST AND BUILDING WELL... FOR LIBERTY



LARGEST AUTOMATIC WEAPON

used by the Allied Nations, the Bofors automatic field gun is one of the most versatile—and practical—developments in the whole history of the armorer's art: It fires two rounds a second—fragmentation, armor-piercing or tracer shells. It may be aimed either visually or by remote control. It is effective against dive-bombers and other low-flying aircraft. Many a tank has been

knocked out by its high-velocity, flat trajectory fire. It was on landing barges in North Africa. Its mobility is limited only by the speed of its tractor vehicle. *It can be set up and actually firing in 25 seconds—displaced and on its way to another position in precisely the same time!* Building the

Bofors in volume by mass-production methods, is one of our six Army and Navy assignments. To the combined task is being devoted all the skill, energy and experience we here at Pontiac possess. The Army and Navy tell us we have done well. We hope to do even better.

PONTIAC



DIVISION OF GENERAL MOTORS

Now at work on six different war assignments



Over 1,000 20-mm Anti-Aircraft Cannons



Aircraft Torpedoes for the Navy



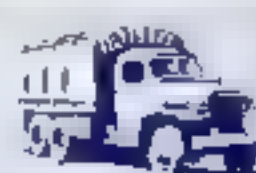
Bofors 40-mm Field Guns



Diesel Engine Units



Axles for M-5 Tanks



Engine Parts for Army Trucks



BUY WAR BONDS AND STAMPS—KEEP AMERICA FREE!

"The Constant Nymph" (continued)



In England Lewis has married a socialite cousin of the Sangers (Alexis Smith). Tessa and Paula, sent away to a boarding school, have run away and returned to Lewis.



His love for Tessa is finally realized by Lewis. She tells him, "I promised myself to you such a long time ago." He wants to go away with her, but she says, "It is too late."



About to run away, Tessa listens to the broadcast of Lewis' symphony. There is happiness for Tessa because Lewis has found his own heart and she hears it in his music.

A NAVY story that is *NOT* a Military Secret



You may not have heard this one...even though every Navy man knows it and can talk about it...but paper cups are "standard equipment" aboard all warships of our Navy. Dixie Cups go right into battle, for example...

...During a lull in action...with all men at their battle stations... welcome refreshing hot coffee is brought to them and served in Dixie Cups. No danger of breakage when these paper cups are used...at the call for action, Dixies are quickly disposed of.



One of the favorite spots aboard a warship is the soda fountain where soft drinks and ice cream are served in paper cups. If your neighborhood soda fountain is ever short of Dixie Cups you know why...Dixies are with our fighting men all over the world.



Dixie Cups, Vortex Cups, Pac-Kups—products of the Dixie Cup Company

The big Army hospitals are taking vast quantities of Dixie Cups. Army camps and troop trains, too. Dixie Cups are also being used by the millions in our great war plants for serving soup and coffee to thousands of men and women who must be fed quickly...and safely. The paper cup has truly become a war-time necessity.

DIXIE CUPS

ONE OF THE VITAL HEALTH DEFENSES OF AMERICA-AT-WAR



THE TALKER IN THE WHEELHOUSE PEERS THROUGH A SLOT IN HIS BATTLE PORT. OVER HIS EYES A BOMB FRAGMENT HAS CHEWED OUT A CHUNK OF STEEL

"HORNET'S" LAST DAY

TOM LEA PAINTS DEATH OF A GREAT CARRIER

The sinking of the U. S. S. *Hornet* by Jap planes on Oct. 26, 1942 is no longer a news event. It now belongs to history. But of all the great stories of the war, none is more filled with heroism and tragedy than the loss in the South Pacific of this mighty aircraft carrier.

Four days before the *Hornet's* last fight, Tom Lea, artist-war correspondent on assignment for LIFE, transferred from her to another ship. For 68 days he had lived aboard the *Hornet*. Since then he has been working on a series of paintings showing what happened on the day she was sunk. Research material for the paintings came not only from his own penciled sketches made before he was transferred, but from accounts given to him by officers and enlisted men who survived the sinking. His drawings and paintings are reproduced on these eight pages.

Tom Lea says that the days he spent aboard the *Hornet* were the proudest days of his life. In a letter written to LIFE he describes the emotions he feels about the ship. "I have been trying to write you about how a ship seems to be a living thing and how each ship has her own particular personality. Yet a ship does not begin to live merely because she has engines, and steel, and decks and a flag. She begins to live only as she receives from the men who sail her the best part

of their personalities. Men endow a ship, not only with their own souls, their own hopes and desires, but also, because a ship's performance depends upon the men who sail her, with their own behavior.

"If this is true of all ships, it is particularly true of a man-of-war. Such a ship achieves her destiny only in destruction, and her quality of living is somehow shaped by her quality of dying. Men on a warship think of dying just as normally as they think of living.

"An aircraft carrier is by her very nature a most peculiar warship, for she belongs not wholly to the sea nor sufficiently to the sky. Without heavy deck guns or stout armor, she is physically the most vulnerable of warships, carrying within her the seeds of her own destruction. Whenever she goes to sea she is loaded with bombs, shells and high-octane gasoline, all concealed behind her thin steel plates. With this vulnerability goes a dashing speed and a monumentally big shape. The result is that her men are proud of her power but aware of her weaknesses. They must be prepared to live greatly and die greatly.

"Such a ship was the *Hornet*. She feared bombs, but she also knew that probably only torpedoes would sink her. There is no way to describe how terrible a torpedo seems as it heads for a carrier. It leaves a strange wake, a rather thin, white, bubbly line like fluid ice, cold as

the death it presages. Against the ship's side, it explodes with an appalling concussion and a wild flash of pink flame. Within the ship there is a terrible wrenching. Decks and bulkheads are twisted like tissue paper, and all things not secured by iron bolts are smashed.

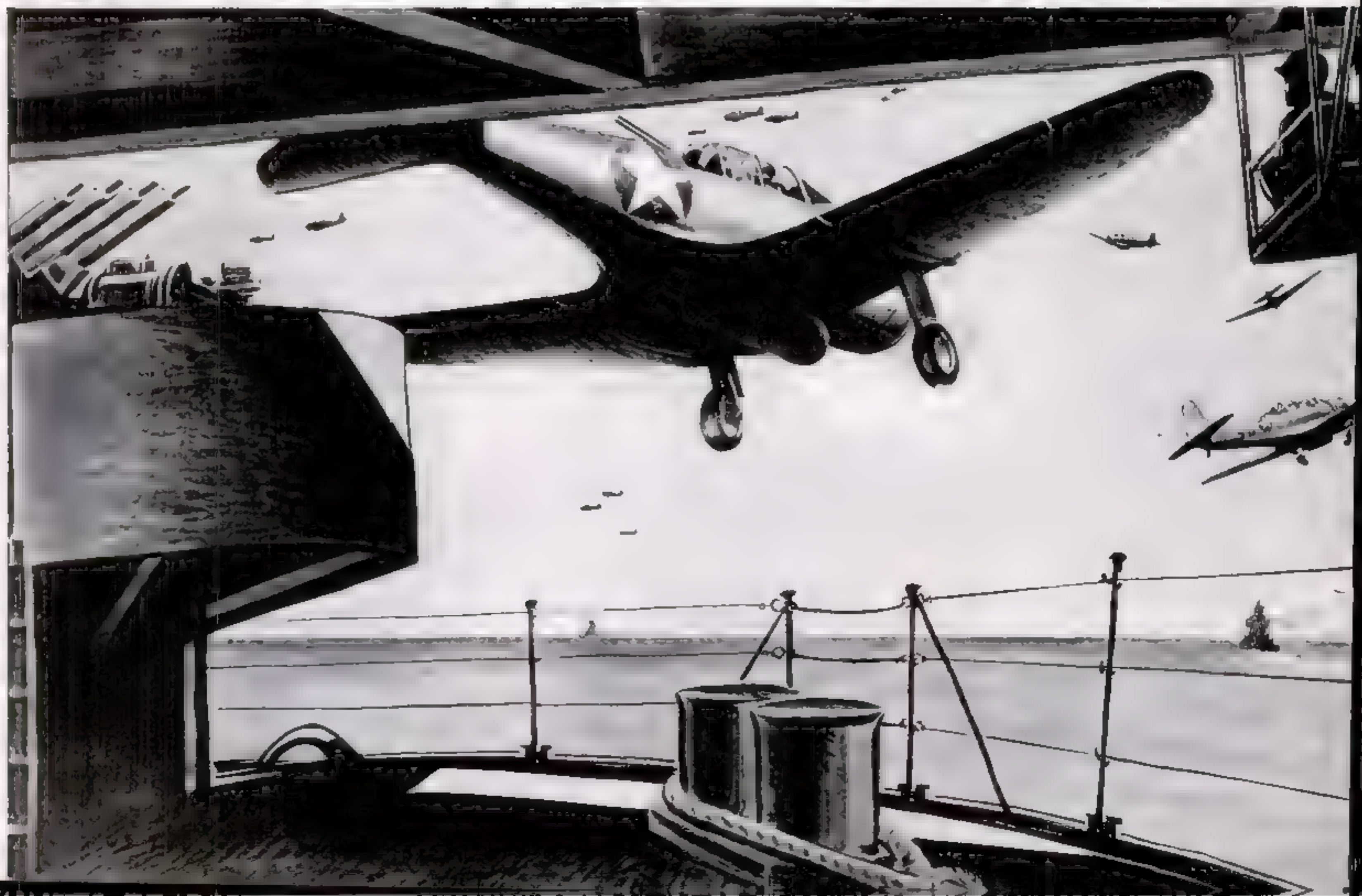
"The *Hornet* died under a moonlit sky on a shining tropical sea. She had been hit by two waves of Jap planes, the first in the morning, the second in the afternoon. After the second attack, her crew knew she was doomed. Torpedo hits started fires which grew rapidly out of control and the ship took on a heavy list. Then came the last order: 'Abandon ship.' The men went over the side on knotted lines, down to life rafts, to floating debris, or simply to the water. Behind them their ship died a smoking death.

"But war is a communal experience and it has its comradeship. The great carrier was not alone. She had destroyers and cruisers with her, and they aided in the work of hauling the *Hornet's* crew from the sea. In a few hours it was all over. Those whose fate it was to live were alive, and those who had to die were dead. A tropical sunset colored the hulk of the carrier and the stars came out faintly. After dark she went down."

The drawings and paintings, except for the one above, are here arranged in order. They cover the whole period from dawn to dusk of the *Hornet's* last day.



THIS IS HOW THE "HORNET" LOOKED AT DAWN ON LAST DAY. FROM HER FLIGHT DECK THE FIRST PLANES ARE TAKING OFF WHILE DESTROYERS STAND GUARD
 SEEN FROM THE FORECASTLE DECK. JUST UNDER THE FLIGHT DECK, DIVE BOMBERS ROAR OFF TO THE ATTACK AS SOON AS THE JAP TASK FORCE IS LOCATED





BRAIN OF THE SHIP is the island structure, shown here as it looks from the flight deck. The square boxlike shape in the center is Primary Fly, traffic control tower for the planes. Close by is Air Plot, whence come all orders pertaining to operation of aircraft. Top

left is the Forward Gun Director Platform, the station of the officer who directs the carrier's defensive gunfire. Directly below is the Navigating Bridge, and wheelhouse, where the ship's captain usually is stationed. Below that is the Flag Bridge, where the Admiral takes sway.

PLANE HANDLERS "STACK" PLANES PREPARATORY TO LAUNCHING AN ATTACK OF THE WHOLE AIR GROUP. HERE THEY ARE WHEELING A DIVE BOMBER AFT





IN BLUE GLEAM OF A BATTLE LIGHT, far below decks, a sailor in battle dress crouches in a hull. All iron doors are securely bolted, making ship as near watertight as possible. At this moment the speaker on the loudspeaker saying "Stand by to repel an attack."



NAVY PLANE CAPTAIN cuts the lashings of a plane on deck, as soon as he hears that Jap planes are coming to attack. All planes are taken off immediately, by the air when Japs arrive. When *Hornet* was sunk, no U.S. planes remained around.

AS U. S. FIGHTERS INTERCEPT THE JAP PLANES AND BOMBS DROP NEAR THE HORNET, PILOT A. C. EMERSON BITES HIS TONGUE AND FIRES AT A ZERO





THE HORNET FIGHTS FOR HER LIFE as the Jap planes attack. At least three squadrons of dive bombers, 54 planes—a squadron of torpedo planes and many Zero fighters—come in together. The *Hornet* is escorted by four cruisers and several destroyers. At this

moment the carrier has already been hit and is afire. The cruisers and destroyers are circling their flagship, every AA gun blazing and filling the sky with smoke. Jap dive bombers are coming in high from the right, pecking off over the carrier, pulling out at left. Torpedo planes



A BOMB EXPLODES BELOW DECKS with a bright, searing flash. It is exploding on the deck below where these men are stationed, but its force is so great it peels back the iron deck like waste paper. Flows electric cables and steel fragments against the jagged overhead

Two of these men have already been blown upward by the force of the explosion. The third crouches on hands and knees, his face buried, in the position he has been taught to assume during aerial attack. If these men survive, they will immediately go to work repairing the ship.



...coming in over the Oregon. A Japanese plane explodes and disappears in a pink instantaneous flash. The fight lasted only 10 minutes. When it was over the Japanese lost 48 planes to U.S. fighter planes, 12 to AA guns. But the *Arizona* was mortally wounded, with four direct

hits through her flight deck and three well-spaced torpedo hits on her starboard side. In addition, two Japanese planes had crashed on her decks. She was left floating in the water and listing, her engines out, steering apparatus fouled, electric power gone, numerous fires burning.



AN AMERICAN DIES IN BATTLE, 7,000 miles away from home. Medical corpsmen now working vainly over him will soon take him to the hospital. Later he will be sewn in a weighted canvas bag and buried at sea. Meanwhile his comrades form a bucket brigade, try-

ing to put out fires. Men of the Engineering Department and Damage Control Parties worked desperately to restore power to the engines, clear the steering apparatus, correct the list, and get underway again. By noon most of the fires were out.

CONTINUED ON NEXT PAGE





DOWN THE ROPES AND INTO A LIFE RAFT SQUIRM THE OFFICERS AND MEN FROM THE STRICKEN CARRIER. AFTER ALL WERE SAFELY OFF, THE SHIP CAPSIZED

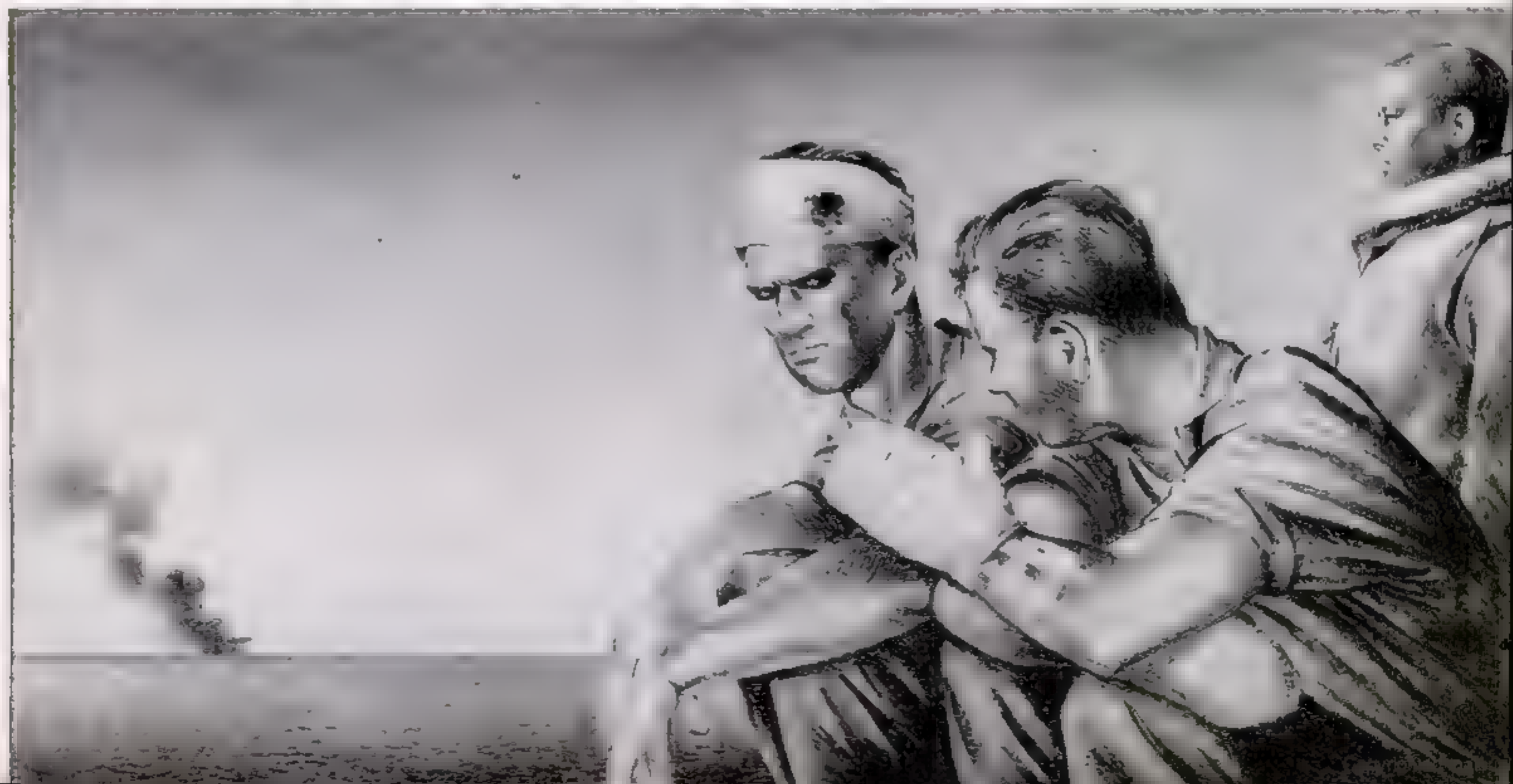
MEN ABANDON SINKING SHIP

The fight lasted just ten minutes. During that time every gun on the *Hornet* kept blazing left. But Jap planes found their mark. One dive bomber made a suicide crash on the Signal Bridge; other Jap planes fell flaming out of the skies.

It was not until midafternoon that the *Hornet*

knew she was doomed. A cruiser had succeeded in getting her under tow, but a second attack left her a hopeless cripple. Then the men went over the side into the tossing oil-covered water from which most of them were picked up by destroyers. At sunset (below) they got their last look at their sinking ship.

FROM THE DECK OF A DESTROYER THREE MEMBERS OF THE CREW TAKE LAST LOOK AT THE "HORNET." ONE OF THE MEN IS TOO OVERCOME TO LOOK





1. A bear has a pretty nice life. He never works, or pays taxes, or worries about the war, or wishes he dared drink a second cup of coffee.



2. In the summer time, he wanders around, eating whatever it is he likes to eat, and when he wants to sleep, he sleeps...a long time.



3. If you are kept awake by the caffeine in coffee, maybe you will agree that this is the best part about being a bear, just being able to go to sleep when you want to.



4. For you do work, and pay taxes, and worry about the war, and you need to relax and sleep soundly. But do you...or do you belt your system with coffee containing caffeine?



5. Of course, you love coffee, as who does not? But you know you should not drink it, for the caffeine in it does funny things to you. But you love coffee so much that you can't resist it.



6. So you toss and turn far past the witching hour. Should you give up coffee? Perish the thought! You should switch to Sanka Coffee, the real coffee that is 97% caffeine-free, and can't keep you awake!



7. Sanka Coffee has had 97% of its sleep-destroying caffeine removed, without removing any of the delicious flavor or aroma. And what flavor...what aroma! Sanka Coffee is a blend of fine coffees; it is all coffee...nothing but coffee!

SWELL WAY TO MAKE ICED SANKA! Make Sanka full strength, freeze in ice-cube tray. Fill glass with cubes and pour on warm milk. It's a treat!



8. Why wait any longer to start enjoying this delicious, soul-satisfying coffee? You can drink it and still sleep like a bear. Get Sanka Coffee with your next ration stub. It's easy on your palate and your nerves.

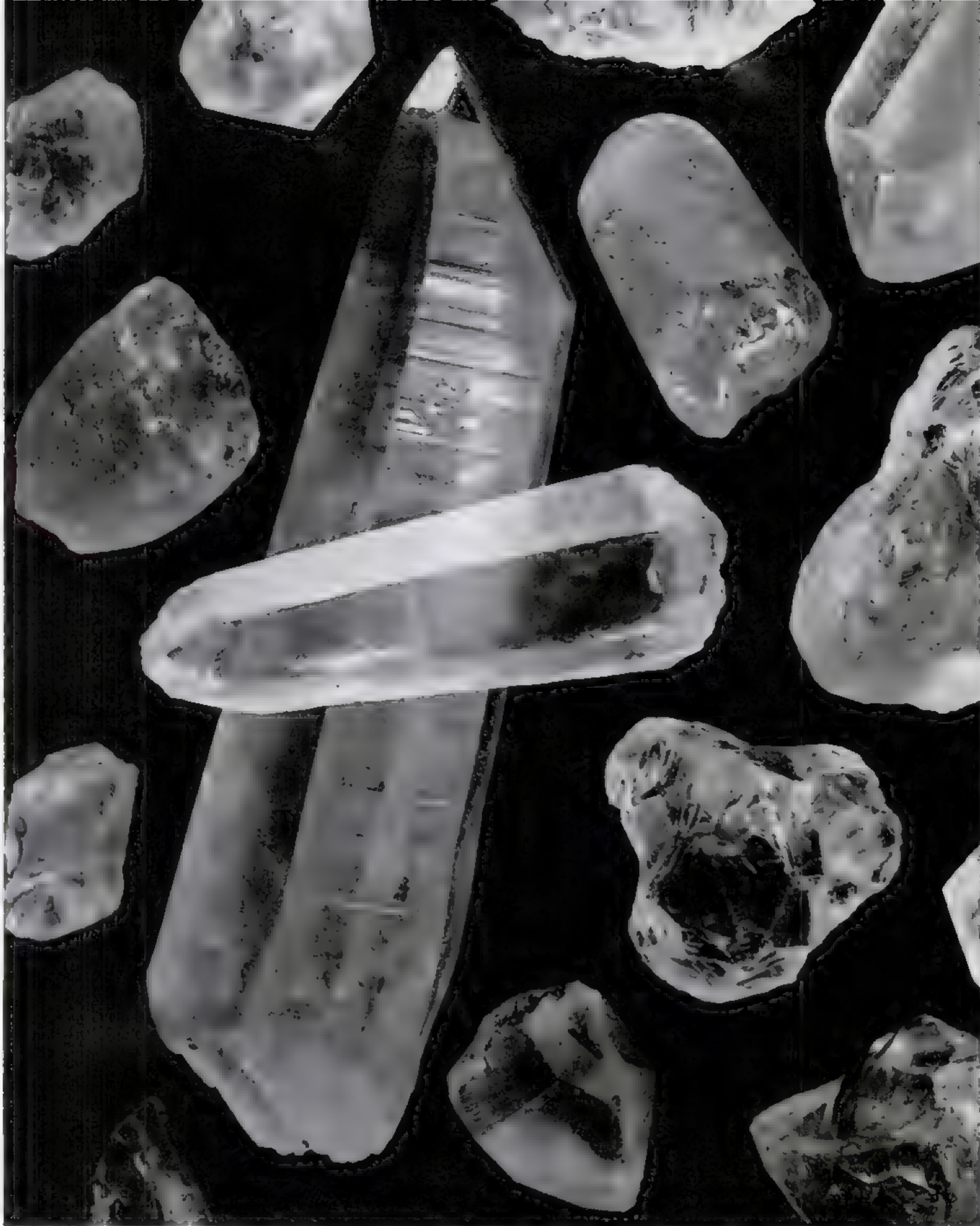
SANKA COFFEE



Get the new
All-Purpose grind—
makes swell coffee
in any coffee-maker!

*Sleep isn't a luxury, it's a necessity.
Drink Sanka and Sleep!*

**BUY U. S. WAR SAVINGS BONDS
AND STAMPS!**



WATER-CLEAR QUARTZ CRYSTALS, HERE SHOWN ACTUAL SIZE, MUST BE IMPORTED INTO U. S. FROM BRAZIL, ALMOST THE ONLY WORLD SOURCE FOR RADIO-QUALITY QUARTZ

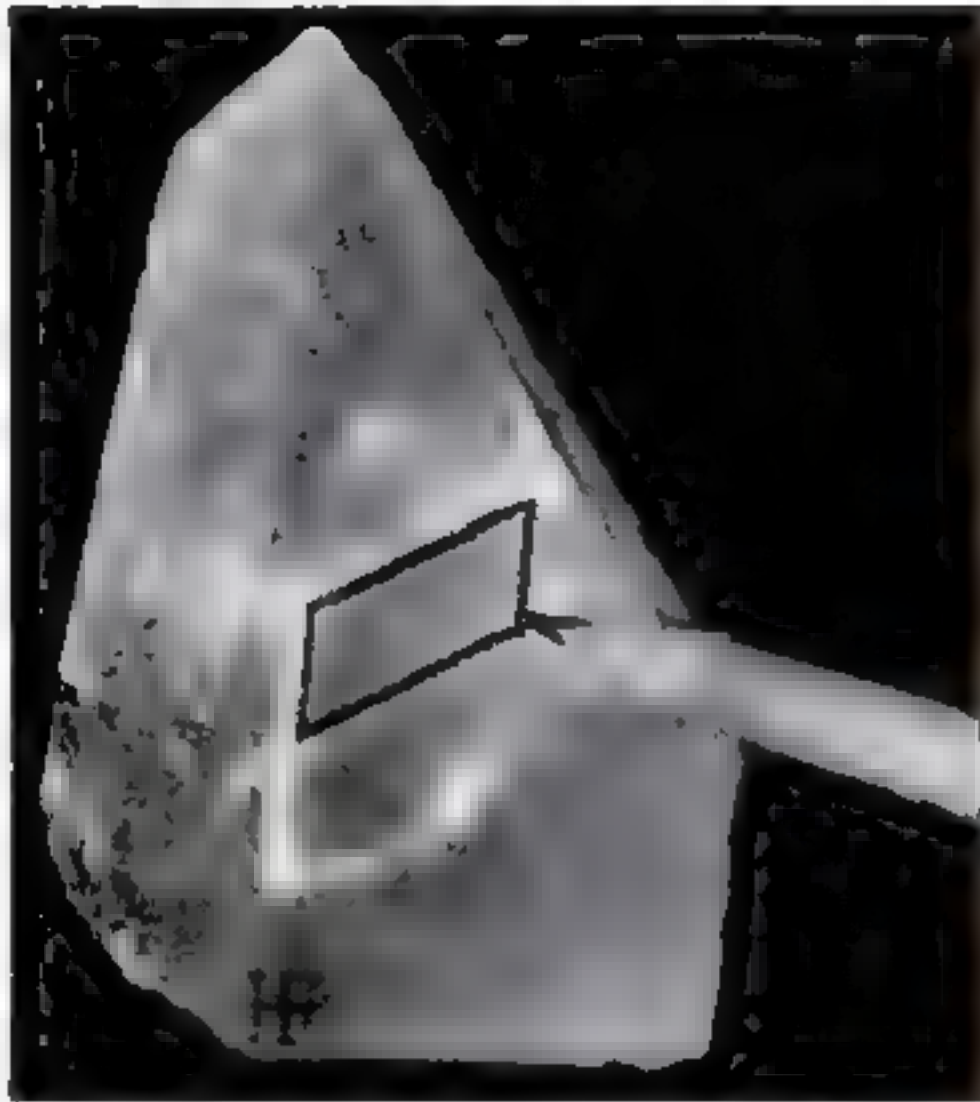
QUARTZ CRYSTALS

They control radio and make
battle communication possible

All over the world every radio wave broadcast into the ether is first made to vibrate in tune with a thin piece of quartz sliced from a crystal like one of those shown above. Such a waferlike piece of quartz, when excited by an electric current, will vibrate steadily at a rate precisely determined by the thickness to which it has been ground. Thus, the frequency or vibration rate of a radio transmitter may be perfectly fixed and then controlled by attuning it to the un-

wavering oscillations of a quartz crystal. This means that programs from a particular station will always come in at the same point on the receiver dial, never interfering with or garbling programs from other stations. In war, in the welter of radio messages flashing over a tank battle or among a flight of bombers, it is only the channeling effect of quartz crystals on the hundreds of transmitters that makes sensible intercommunication and coordination of effort possible.

Quartz Crystals (continued)



Crystal axis, used to fix the angle for slicing (right), parallels side of the figure made by a light shining through quartz.



Crystal is sliced by diamond saw. Angle between the slice and the crystal's axis controls the efficiency of final wafers.



Inspection determines flawless parts of crystal slice upon which the outline of useful wafer is marked for the cutting.



Three hundred and forty-two wafers plus a heap of flawed waste (left) were sawed from a 3-lb. crystal (left, above) in

laboratory of August Miller at North Bergen, N. J. Quartz crystals were formed by molten rock deep in the earth mil-

lions of years ago. U. S. wartime demand has created mining boom in Brazil. The U. S. has only poor quality quartz.



Machine grinding is first step in bringing crystal wafers to proper thickness for controlling frequency of transmitters.



Hand lapping on glass plate finishes the crystal's surface to within one-millionth of an inch of the desired dimension.



Finished wafers, ready for installation, have been ground so they will vibrate at rate of 7,000,000 times per second.

CONTINUED ON PAGE 53

*It's fun to watch
things grow!*

Including children
...when they *eat*
their milk, too!

Have a Victory Garden *inside*, too! Rosy little boys and girls, growing like bean stalks. Part of the trick is plenty of Carnation to drink. And lots of milk-rich cooking to eat.

There are advantages galore, when you cook with pure, wholesome Carnation Milk. First, all those valuable milk solids are right there in Carnation! It's fine whole milk with nothing removed but part of the original water. And irradiation gives *extra* reinforcement with "sunshine" vitamin D.

You get such even distribution of butterfat, using Carnation, that things taste lavish with butter—when you haven't used one precious speck! Like the White Sauce below—a standby for vegetables . . . or to extend meats . . . or to dish up leftovers in Ritz style. Not a bit of butter in it, but it certainly tastes *rich*.

Rely on milk-rich Carnation dishes for your family's good milk nutrition. Dilute half and half when recipes call for ordinary milk. Use undiluted—*double-rich* and oh so smooth—in place of cream. No wonder things taste wonderful! No wonder youngsters bloom! Send for free recipe book, and blossom forth!

VEGETABLE CASSEROLE

*Look! Delicious White Sauce
—without using a bit of fat!*

1 tbsp. flour	2 cups cooked vegetables
½ tsp. salt	½ cup cracker crumbs
½ tsp. pepper	Dash of paprika
1 cup Carnation Milk	Cooked asparagus

Make White Sauce as follows. Mix flour and seasonings. Stir in 2 tbsps. milk. Blend well. Gradually pour in rest of milk, stirring constantly. Bring to boil. Boil 2 min. Pour Sauce over alternate layers of vegetables and cracker crumbs in greased baking dish. Top with asparagus. Sprinkle with paprika. Bake 30 min. in 350° F. oven. Serves 6.

FREE! BIG, ILLUSTRATED, 48-PAGE BOOK—"Growing Up With Milk." Cram full of menus, hints, and milk-rich recipes for all age-groups! Easy to cook from and a wonderful help for busy people's Victory meals. To get your free copy address Carnation Company, Dept. L-24, Milwaukee, Wis., or Toronto, Ont.

IRRADIATED
Carnation Milk
"FROM CONTENTED COWS"



TUNE IN THE CARNATION "CONTENTED HOUR" MONDAY EVENINGS, NBC NETWORK.

Report to the Emperor

"Sacred One. Son of Heaven.

*"I report a great change in the temper
of our American enemies.*

*"Our ruthlessness has only made them
more angry—more aroused.*

"Their soldiers fight with redoubled fury.

"Their people work harder—and sacrifice more.

*"Sublime Majesty, we fight a determined foe.
Remind us again that we are unconquerable."*

* * *

Our enemies are realists. Don't think it doesn't bother them to see us buying war bonds; to watch us conserve clothes, food and gasoline. Don't think Tokio doesn't know, and curse, the new thousands pouring into industry—the vast quantities of war material pouring out.

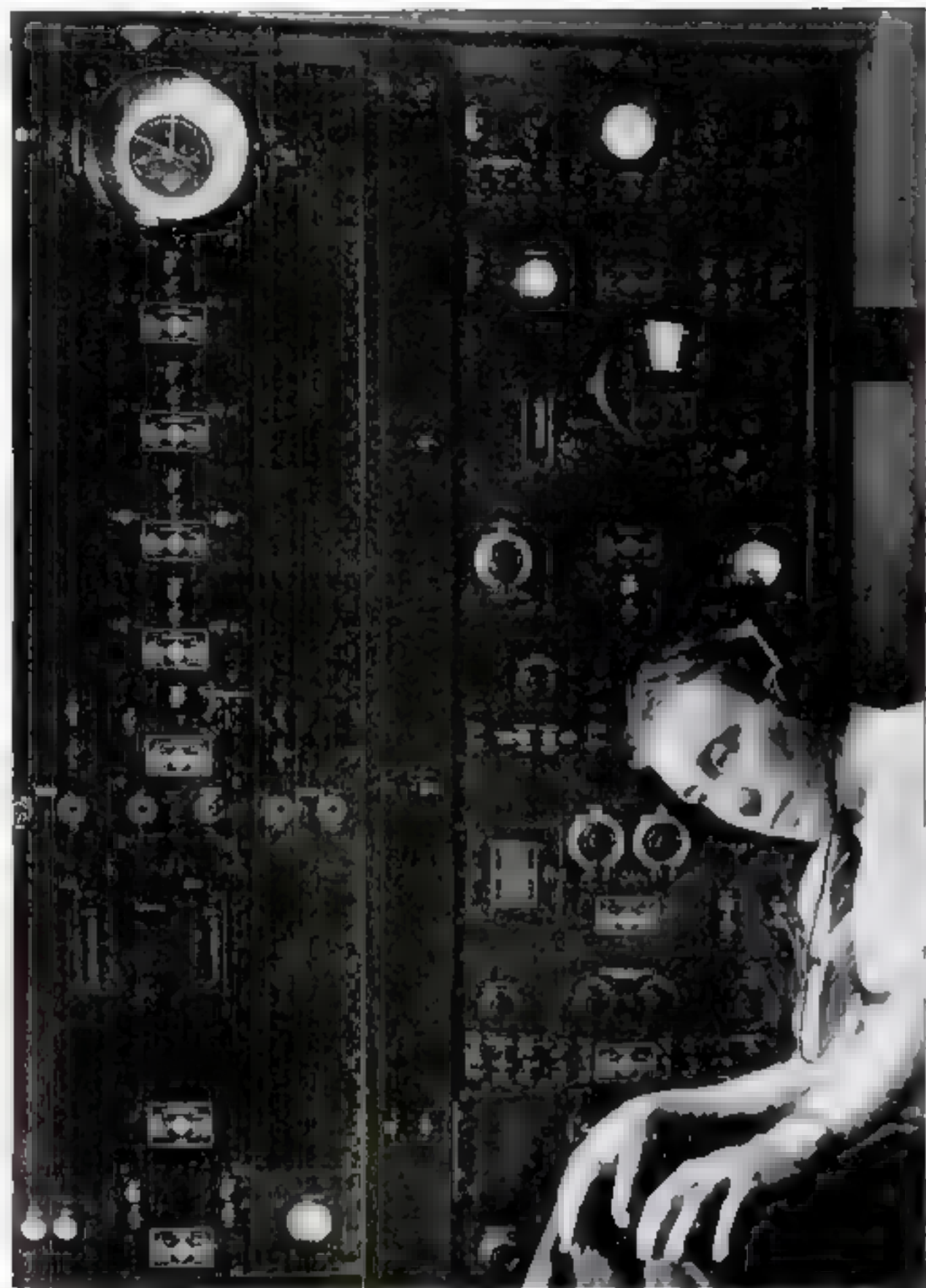
And even now, Tokio, our slogan is *more*. At The Texas Company that means *more* of the powerful 100-octane gasoline for our planes and PT boats . . . *more* toluene for making deadly block-busting TNT and *more* butadiene for synthetic rubber.

America is a determined foe. Determined to be victorious.

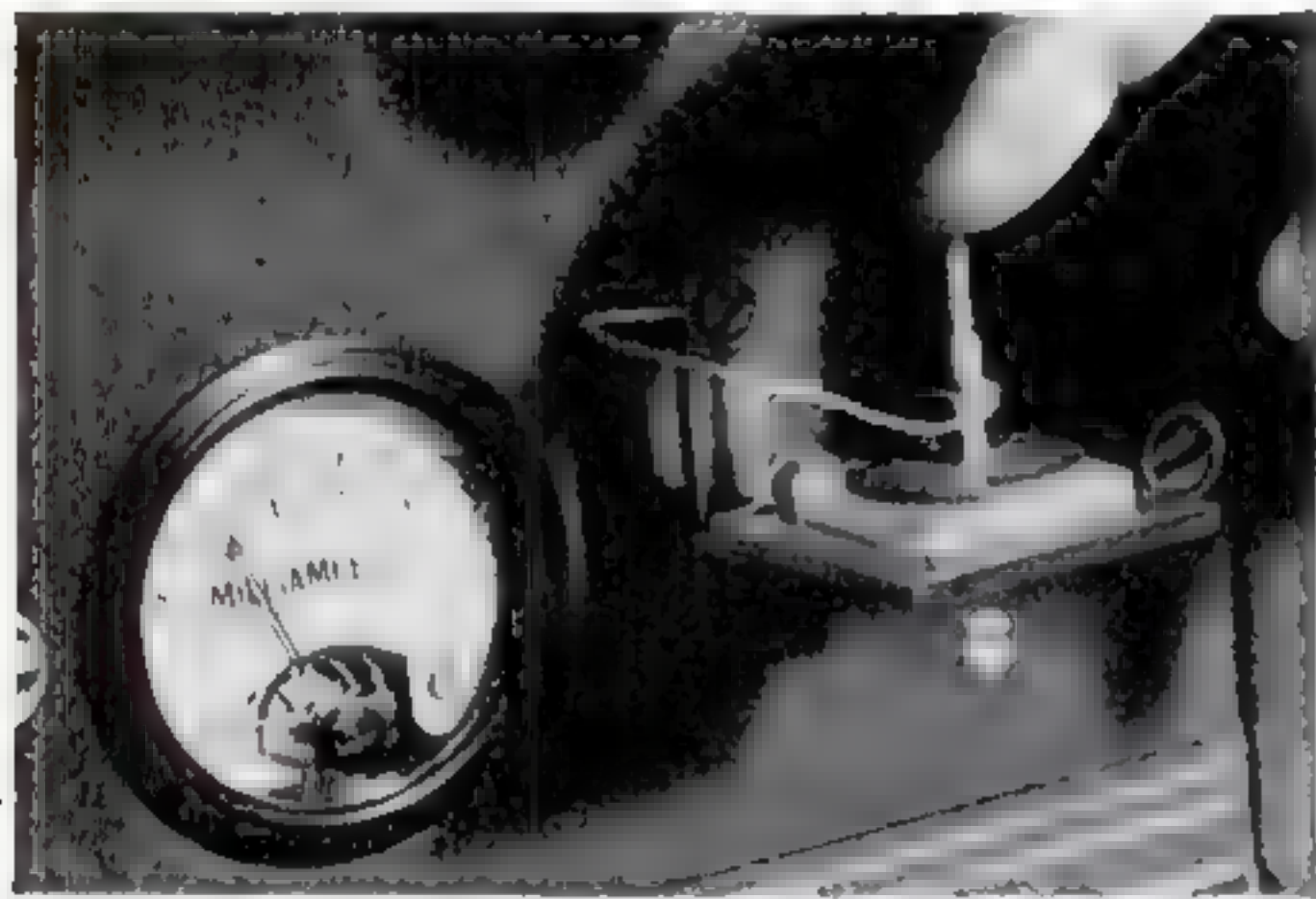
THE TEXAS COMPANY

TEXACO FIRE CHIEF & SKY CHIEF GASOLINES • HAVOLINE & TEXACO MOTOR OILS

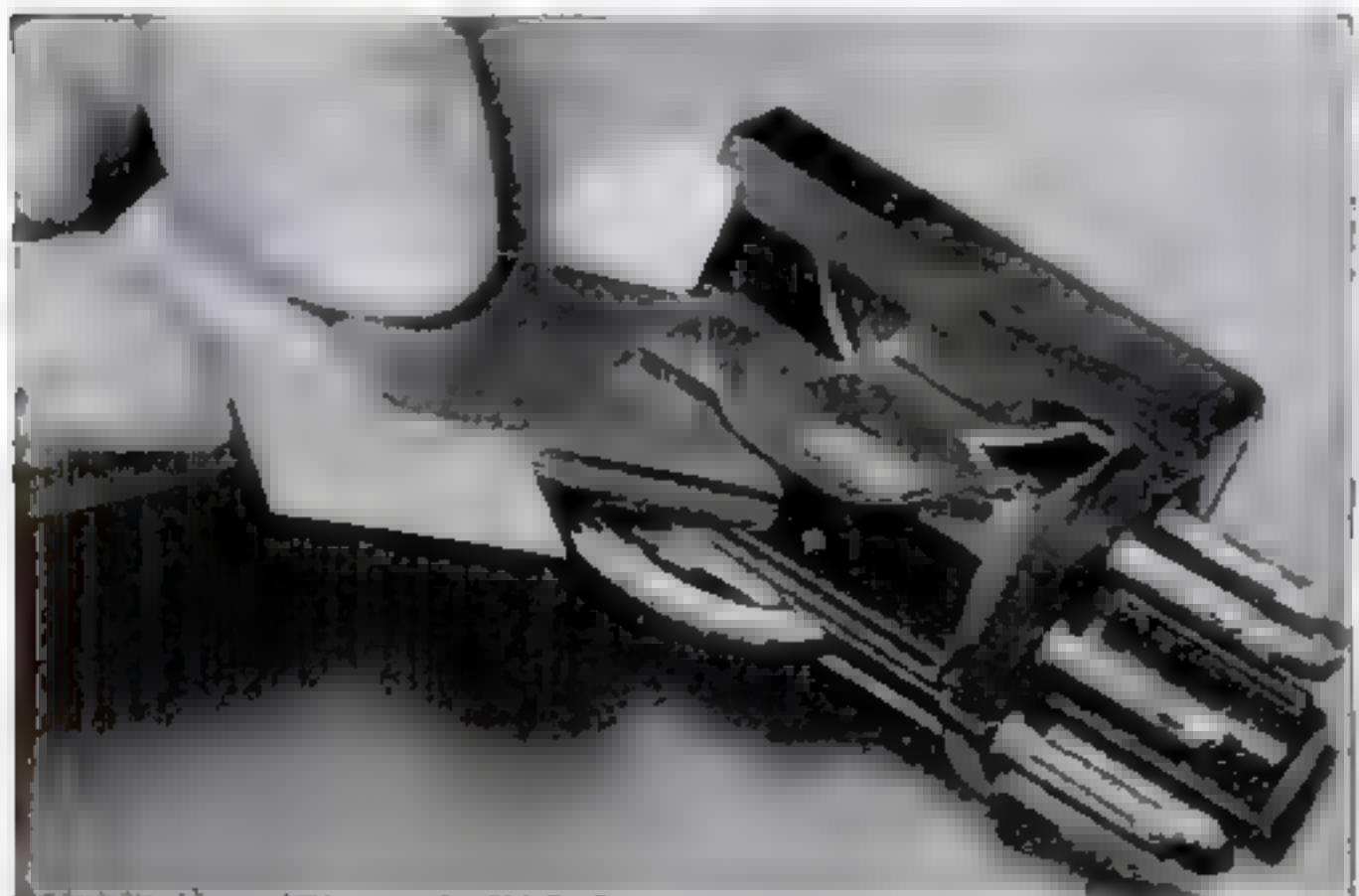




August Miller checks whine of master crystal buried deep in apparatus. Crystal is attuned to sidereal movement by clock (upper left) regulated by Naval Observatory.



Crystal produces electricity, as shown on dial, when deformed by pressure. This is converse of tendency to bend and vibrate when electricity is applied to the crystal.



Inserted in holder which is shock-and-moisture proof, crystal is ready to plug into transmitter socket. Frequency of transmitter may be changed by changing crystals.



ME? MIX A HIGHBALL
WITH MORE THAN ONE WHISKEY?

1. And why not? Can you, for example, picture a masterpiece painted with but one color? No!!



2. To achieve perfection...the artist "multi-blends" many colors with great skill. And so it is with Fine Arts Whiskey. Its matchless flavor comes from the "multi-blending" of several great whiskies.

3. Yes! Golden-smooth whiskies are tenderly blended with other deep-flavored whiskies... then "multi-blended" to perfection for rare flavor and aroma. And each whiskey is mellowed for a full 5-years!



FINE ARTS WHISKEY

THE BLEND OF 5-YEAR OLD STRAIGHT WHISKIES
90 PROOF

The straight whiskies in this product are 5-years old—90 proof.
Distributed solely by Canada Dry Ginger Ale, Inc., New York.



IN LOBBY OF CHICAGO HEADQUARTERS SITS CLUB PRESIDENT JOSEPH P. SAVAGE. ON BACK WALL IS HUGE PORTRAIT OF MACARTHUR FLANKED BY TWO FORMER PRESIDENTS

MACARTHUR-FOR-PRESIDENT CLUB

Chicago group opens headquarters

While General Douglas MacArthur was busy winning military victories on the South Pacific front last month, his admirers were just as busily perpetuating his fame on the home front. At the Soo in Michigan a new lock was named for him and in Illinois he was boomed for president in 1944. A Chicago club, headed by Lawyer Joseph P. Savage (above) who held minor legal jobs during Bill Thompson's regime, set about organizing a grass-roots draft for the General. Although Chicagoans showed only mild interest in the movement, the Gallup Poll showed that U. S. Republicans ranked MacArthur behind Dewey and Willkie among favored candidates, well

ahead of Bricker, Stassen and others. The Patterson-McCormick and Hearst newspapers have suggested MacArthur's candidacy and Colonel Robert R. McCormick, publisher of the *Chicago Tribune*, recently said that "if a convention was held now General MacArthur would be nominated by acclamation."

The only general in U. S. history to run for the Presidency during wartime was George B. McClellan, who was defeated by Lincoln in 1864. MacArthur is not likely to follow his example. When informed last April that the War Department prohibited men on active duty from seeking or accepting public office, the General said curtly, "Let's get on with the war."



Directory in lobby of Chicago office building lists room of newly opened club headquarters.



At official opening of MacArthur-for-President Club nearly 100 people stood in line to sign membership cards. Club does not care whether MacArthur wants to be candidate.



Flag-draped door leads into the spacious, but not busy, headquarters for the 1944 campaign.



When life hangs on millionths of an inch

THIS INCIDENT HAPPENED WHEN the Allies were pounding Rommel's divisions back into "Coffin Corner"...

The engine of a Warhawk fighter plane, flown by an American pilot, was ripped by 20 mm. shell fire. Half-blind from leaking oil, the pilot refused to bail out. He streaked for home—and made it.

Later, he was reported* to have remarked, "I've been thinking about writing to the Packard people about the way their engine brought me over a mountain and kept me up for 45 minutes without any oil in it. But I probably won't get around to it."

It's not necessary for you to thank us, Lieutenant. A lot of the men and women at Packard who helped build that Rolls-Royce engine saw the dispatch. And many of them felt that they had *special* reasons for being both proud and thankful that you came back safely...

Sue Bramble, pictured at the right, for example.

It's her job to check surface finishes. She is one of many inspectors who made sure that vital parts of that precision engine you flew were finished down to *millionths* of an inch...

parts "jeweled" and polished so finely that they brought you home even with the precious lubricant leaking away.



Building engines like this has meant working to a degree of accuracy that was undreamed of by any automobile manufacturer in peacetime. Yet Packard craftsmen are turning out these superb Rolls-Royce engines in mass-production quantities, by modern mass-production methods.

Today, Packard-built Rolls-Royce engines

are going into twin-engine deHavilland Mosquito bombers, 4-motor Lancaster bombers, and Hurricane and Warhawk fighters—delivering the kind of performance that fighter pilots and bomber crews know they can depend on.

And in the Navy's famed PT boats, Packard super-marine engines are more than living up to the exacting and time-honored traditions of Packard craftsmanship.

Tomorrow, Packard's wartime lessons in precision manufacturing will bear fruit in immeasurably finer peacetime Packard cars.

Ask The Man Who Owns One



PACKARD

Precision-Built Power



* From a dispatch by Kenneth Crawford in the newspaper "PM", April 23rd issue



EVER since he came down from his ice-floes, more than fifty years ago, the Clicquot Club Eskimo Boy has been a family friend in millions of homes. He stands for never-varying quality — for the mellow taste delight that only Clicquot's famous process of flavor-aging can produce. Sparkling, tangy and refreshing, Clicquot Club Ginger Ale is a wholesome drink for little folks and grown-ups, too.

Clicquot Club
GINGER ALE



President Savage directs "draft MacArthur" campaign from an executive-size desk. In front of him is map of Illinois' 25 Congressional districts where club is organizing.



Only paid employe of club is Loretta Delaney, secretary-receptionist. The movement was started by ten men, is expected to "spread to the four corners of the country."



Campaign buttons worn on the lapels of MacArthur adherents are sold in stationery stores. General's head, stamped on brass, is mounted on a patriotic tricolor stripe.



"Fritz Reiner Conducting!"

... THREE WORDS THAT PROMISE GREAT MUSIC!

WHEN Fritz Reiner conducts, you can depend on it—you'll hear music to remember! A brilliant musical scholar, a conductor of rare feeling and vitality—he avoids mannerisms—devotes all his energies to bringing you the great conceptions of great composers, fully realized.

He has conducted leading orchestras of Europe and America—and now, under his direction, the Pittsburgh Symphony has risen to top rank. Columbia brings you their finest performances! Reiner is world famous as a Wagnerian conductor, and his Masterworks recording of excerpts from *Die Meistersinger* (X-MM 218) is a triumph! Magnificent, too, is his unsurpassed reading of Richard Strauss' *Don Quixote* (M-MM-506). He brings to it the understanding, compassion, and humor which are the

essence of the Strauss characterization. With Gregor Piatigorsky as solo cellist, this is Strauss as it *should* be played!

Like so many great conductors, Fritz Reiner now records *exclusively* on Columbia Masterworks. These records are laminated—pressed in layers—with surfaces of highly sensitized, longer-wearing materials. The Sensitone-Surface, *exclusive with Columbia*, makes possible more lifelike tone, and amazing freedom from needle noise!

Hear Fritz Reiner and other great artists... Sir Thomas Beecham, Guiomar Novaes, Lily Pons, Charles Kullman, Howard Barlow... brilliantly recorded by Columbia. Great music by the world's great artists is faithfully yours on Columbia Masterworks Records!

COLUMBIA Masterworks RECORDS

Trade Marks "Columbia," "Masterworks" and Reg. U. S. Pat. Off.

Prices shown are exclusive of taxes

COLUMBIA RECORDING CORPORATION A SUBSIDIARY OF COLUMBIA BROADCASTING SYSTEM, INC.



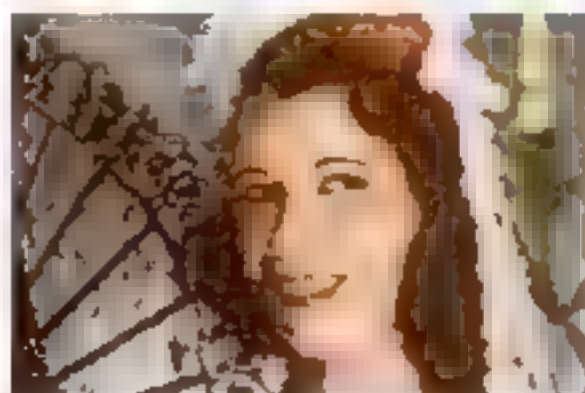
Guiomar Novaes, brilliant Brazilian pianist, plays Villa-Lobos' delightful *China Doll*, *Rag Doll*, *Cardboard Doll* (from the "Baby's Family"). This recording brings you all the sparkling beauty of her touch. Set X-355 D • \$.75



Charles Kullman, tenor; Kerstin Thorborg, contralto; Vienna Phil. Orch. with Walter: Mahler's *Das Lied von der Erde*. Set M-MM-300 • \$7.50 Excerpts from Wagner's "*Lohengrin*" and "*Die Meistersinger*." 9146-M \$1.00



Howard Barlow and the Columbia Broadcasting Symphony: MacDowell's *Suite No. 2* ("Indian"). Superbly performed. Set M-MM-373 • \$4.50 Through the Looking Glass, Suite by Taylor. Set M-MM-350 • \$4.50



Lily Pons, brilliant coloratura soprano, sings *Three Operatic Arias*, accompanied by the Columbia Opera Orchestra under Camara. Set M-MM-505 • \$2.75 Another Pons triumph—the *Mozart Arias*. Superb! Set M-MM-518 • \$1.75



Sir Thomas Beecham and the Philharmonic-Symphony Orchestra of New York: Sibelius' great *Symphony No. 7* in C Major. Set M-MM-524 • \$3.50 Tchaikovsky's *Capriccio Italien*, with same orchestra. Set X-ME-219 • \$2.50



SIGNED, SEALED

AND

Delicious

THE signature of the man who signed it, the government stamp which seals it and the delicious flavor in it are all unchanged. But the supply of Old Taylor is now limited to stocks laid by before war began. We are trying to distribute these stocks to provide a continuous if limited supply for the war period. If you find your licensed dealer temporarily sold out, ask for Old Taylor again when he's had a chance to receive more.



This whiskey is
4 years old

The Old Taylor Distillery
Co. is engaged in the pro-
duction of alcohol for war
purposes.

WRIGHT CYCLE COMPANY

147 WEST 10TH STREET
DAYTON, OHIO

October 10th, 1903.

The Honorable Secretary of War,
Washington, D. C.

Dear Sir:

Some months ago we made an informal offer to furnish to the War Department practical flying machines suitable for scouting purposes. The matter was referred to the Board of Ordnance and Fortification, which seems to have given it recent consideration. We do not wish to take this invention forward, unless we find it necessary to do so, and therefore write again, renewing the offer.

We are prepared to furnish a machine on contract, to be accepted only after trial trips in which the conditions of the contract have been fulfilled, the machine to carry an operator and supplies of fuel, etc., sufficient for a flight of one hundred miles, the price of the machine to be regulated according to a sliding scale based on the performance of the machine in the trial trips; the trial performance to be a flight of at least twenty-five miles at a speed of not less than thirty miles an hour.

We are also willing to take contracts to build machines carrying up to four men.

Respectfully yours,



Father of Army Air Forces is Brig. Gen. James Allen of the Signal Corps (see order at right).

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON.

August 1, 1907.

OFFICE MEMORANDUM.

An Aeronautical Division of this office is hereby established, to take effect this date.

The division will have charge of all matters pertaining to military ballooning, air machines, and all kindred subjects. All data on hand will be carefully classified and plans perfected for future tests and experiments. The operations of this division are strictly confidential, and no information will be given out to any party except through the Chief Signal Officer of the Army or his authorized representative.

Captain Charles DeF. Chandler, Signal Corps, is detailed in charge of this division, and Corporal Edward Ward and First-class Private Joseph S. Barrett will report to Captain Chandler for duty in this division under his immediate direction.

J. H. ALLEN,
Brigadier General,
Chief Signal Officer of the Army.

First formal correspondence of Wright Brothers with War Department was this letter to Secretary of War William H. Taft in 1903.

Official creation of an Army aeronautical division was on Aug. 1, 1907. Two years and one day later the Army had its first plane.

ARMY AIR FORCES MARK TWO BIRTHDAYS

The Army Air Forces often date their history from Aug. 2, 1909, when they acquired their first airplane. On that day a board of seven officers, including one Navy man, approved the trials of a little two-place biplane called the Wright Flyer (see below). Actually the Air Corps had been established two years and one day earlier, when Brig. General James Allen (above) authorized a Signal Corps aéro-

nautical division of one officer with a command of two enlisted men. This week busy Army airmen will briefly note both of these anniversaries.

The Army first tested a Wright plane about a year after General Allen's order. During its trials the plane crashed, killing Lieut. T. E. Selfridge, who was riding as a passenger with Orville Wright. But in a second trial in 1909 the Wright plane fulfilled

all requirements, staying aloft for an hour and twelve minutes and averaging more than 40 m.p.h.

Many of the Army pilots who learned to fly in planes like the Wright Flyer have lived through the entire life span of military aviation. One of them, General Henry H. Arnold, now commands all of the Army Air Forces. For pictures of other Air Corps generals in their pioneering days, turn to page 64.



First test of Wright plane for the Army was in fall of 1908. Here the plane is towed to Fort Myer, Va. parade ground.



Lieut. T. E. Selfridge rode as a passenger with Orville Wright on Fort Myer flight. Here they prepare for take-off.



Ten minutes later plane had crashed, killing Selfridge and injuring Wright. A tail guy had fouled one of its propellers.



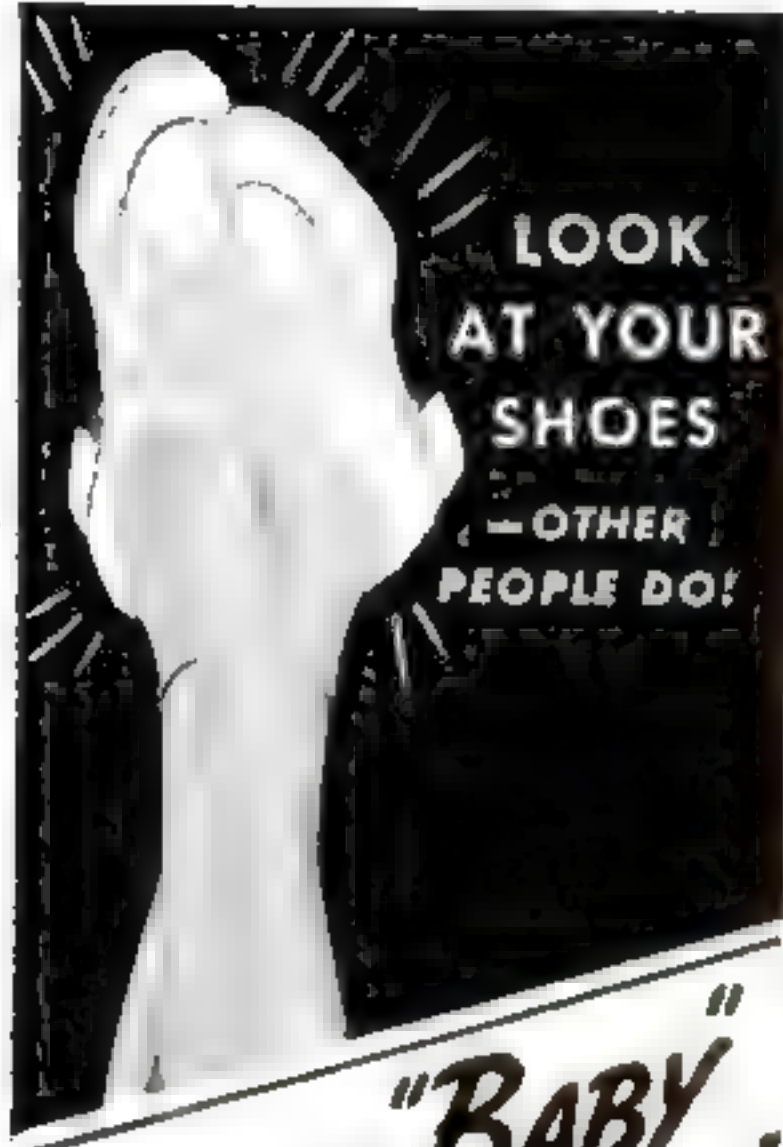
Tests were resumed in 1909, again at Fort Myer. Another Army officer, Lieut. Frank P. Lahm, was the first passenger.



Examining board at second trial. Lahm is at left, Lieut. B. D. Foulois, later Air Corps chief, second from right.



Wright plane leaving hangar at Fort Myer. Tests were made on July 27 and 30. Acceptance by the board came Aug. 2.



TIME TO "BABY" WHITE SHOES!

Use SHINOLA WHITE! It's patriotic & practical... to make shoe ration coupons do "double duty"!

Your white shoes will be walking more... yet, old or new, they must last longer, too—for every ration coupon counts!

Idea: Try creamy-smooth Shinola White—made with whitest white pigment obtainable! It's easy to put on, but hard to rub off... works fast, because it cleans as it whitens. Ideal for children's shoes. And safe—contains no harsh alkalis to crack or dry the leather!

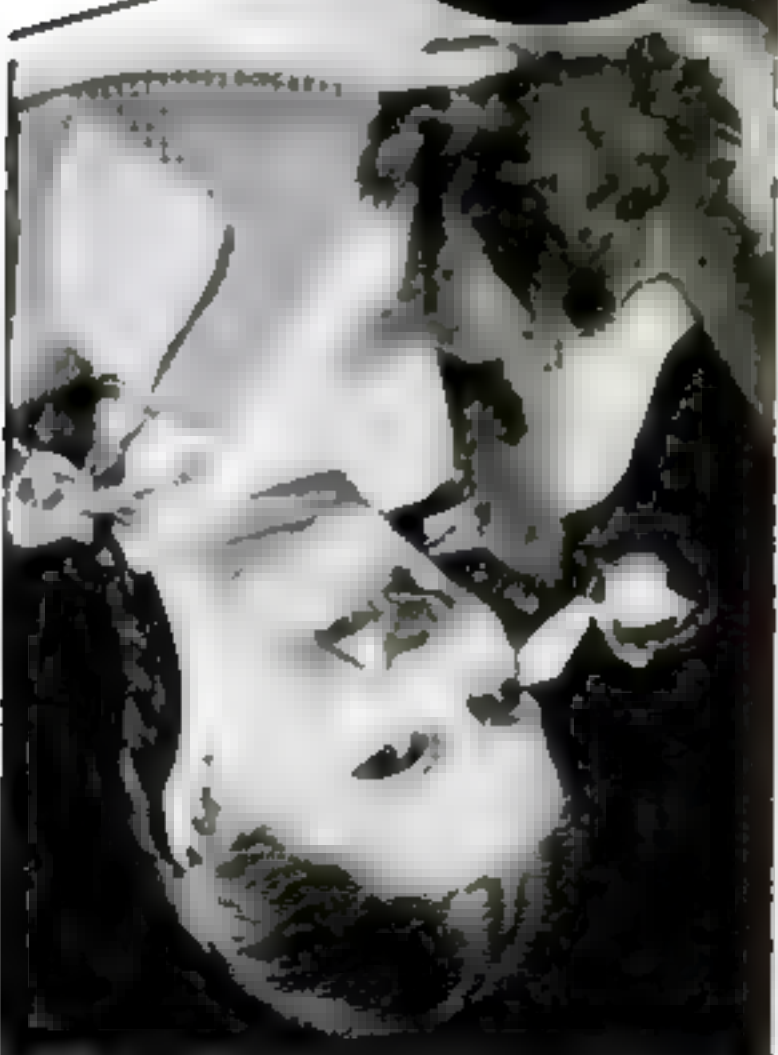
In fact, Shinola White's selected oils actually help "feed" white shoe leather, keep it supple, longer lasting! For all types of white shoes, use snowy Shinola White!



A Product of
THE BEST FOODS, Inc.

SHINOLA WHITE

10¢ In the Big Blue and White Package



On test course between Fort Myer and Alexandria, Va., the Wright Flyer exceeded the specifications by staying aloft an hour and twelve minutes.



With Lieut. Foulis as second passenger, plane rounds balloon pylon at Alexandria. This test was made for speed; plane averaged 42.6 m.p.h.



First Army training field at San Diego in 1913. The earliest Army pilots, Lieut. Lahm and Lieut. F. E. Humphreys, were taught by Wilbur Wright.

WHEN BRIGHT, HOT SUNLIGHT
HURTS YOUR EYES - WEAR
COOL-RAY FOR A COOL
SURPRISE!



DON'T MAKE THE MISTAKE of confusing Cool-Ray Sun Glasses with ordinary "dark" glasses. For Cool-Ray Sun Glasses do more than protect your eyes against simple glare... they also protect against ultra-violet (sunburn) rays and infra-red (heat) rays. When you wear Cool-Ray Sun Glasses you get comfortable cool vision, even under the strongest sun! Scarce because we are supplying the armed forces, but some stores still have them... \$1.95 up.



COOL-RAY SUN GLASSES

American Optical
SOUTHBRIDGE COMPANY MASSACHUSETTS



GENUINE
Orange & Gosson
ENGAGEMENT & WEDDING RINGS by TRAILB





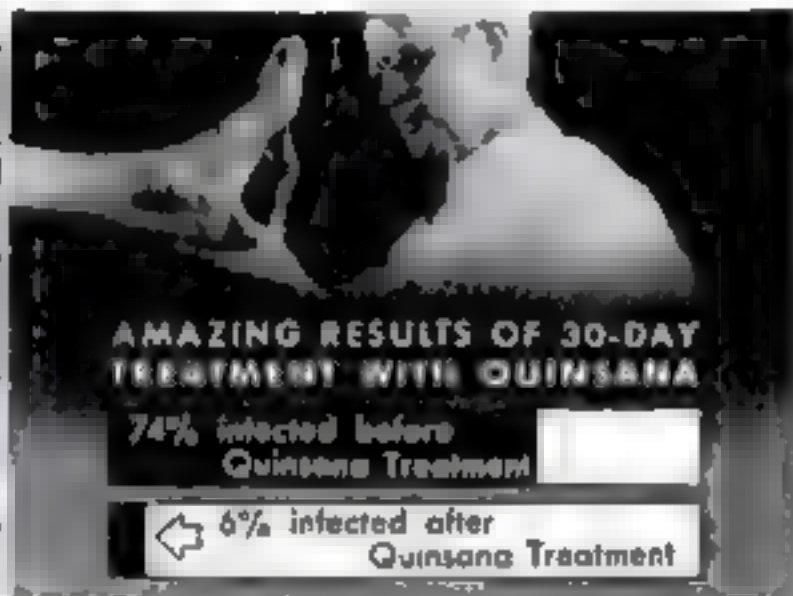
KEEP
AMERICA
MARCHING

NATIONAL ASSOCIATION
OF... 1942-1943



SCIENCE WINS VICTORY IN FIGHT ON SUMMER MENACE OF ATHLETE'S FOOT

SPEEDING the U.S. war effort, science has developed an amazingly effective way to fight Athlete's Foot this summer! Surveys show that sometime during each year, Athlete's Foot infects 7 out of 10 adults. Spread of the infection is worst during hot weather, because the fungi which cause Athlete's Foot thrive best in the presence of heat and moisture. Always serious, the disease becomes a real menace this summer to the nation's war effort. But now, a new fungicidal powder, Quinsana, is being used with sensational success by Americans on *all* fighting fronts—on the battle lines and on the production front. Daily 2-way use of Quinsana is helping to *prevent* as well as to give quick, effective relief from Athlete's Foot.



USING BLOW TORCH IN SHOES could destroy hard-to-kill Athlete's Foot fungi which may thrive in shoes and re-infect feet... causing a vicious circle of re-infection. You can't use a blow torch, but you can use Quinsana in shoes, as well as on feet (see below). Unlike liquids and ointments, you can use Quinsana in shoes as easily as talcum powder.

INFECTION DISAPPEARED in practically all cases among thousands of persons using Quinsana (see chart above). Quinsana action is based on new knowledge that the fungi which cause Athlete's Foot cannot live under certain *alkaline* conditions; and may thrive in shoes as well as on feet. Quinsana is fungicidal, bactericidal, non-irritating, absorbent.

WATCH FOR SYMPTOMS OF ATHLETE'S FOOT... usually peeling and cracks between toes, blisters, itching, soggy skin. Even mild cases may suddenly become serious. Inflammation may mean *germ* infection; see physician or chiropodist.

Because Athlete's Foot may exist and spread almost everywhere, every member of the family should use Quinsana as regularly as soap and water. (Diabetics should be doubly sure to use Quinsana daily.) *Pharmaceutical Division, The Mennen Company, Newark, N. J., San Francisco.*

HOW 2-WAY
TREATMENT
FIGHTS
ATHLETE'S
FOOT



1. USE QUINSANA ON FEET DAILY TO HELP
PREVENT AND RELIEVE INFECTION.



2. SHAKE QUINSANA IN SHOES TO ABSORB MOIS-
TURE, REDUCING CHANCES OF RE-INFECTION.



LARGE PACKAGE ONLY 89c (ALSO EXCELLENT
FOR EXCESSIVE PERSPIRATION, FOOT ODOR)



A SPECIAL PREPARATION FOR SHAVING

FOR THE 1 MAN IN 7 WHO SHAVES DAILY

**It Needs No Brush
Not Greasy or Sticky**

Modern life now demands at least 1 man in 7 shave *every day*—and men in service must get clean shaves, too. Yet daily shaving often causes razor scrape, irritation.

To help men solve this problem, we perfected Glider—a rich, soothing cream. It's like "vanishing cream"—not greasy or sticky.

SMOOTHS DOWN SKIN

You first wash your face thoroughly with hot water and soap to remove grit and the oil from the skin that collects on whiskers every 24 hours. Then spread on Glider quickly and easily with your fingers. Never a brush. Instantly Glider smooths down the flaky top layer of your skin. It enables the razor's sharp edge to *glide* over your skin, cutting your whiskers close and clean *without scraping or irritating the skin*.

ESPECIALLY FOR THE 1 MAN IN 7 WHO SHAVES DAILY

For men who must shave *every day*—doctors, lawyers, businessmen, service men—Glider is invaluable. It eliminates the dangers frequent shaving may have for the tender face and leaves your skin smoother, cleaner. Glider has been developed by The J. B. Williams Co., who have been making fine shaving preparations for over 100 years.

SEND FOR GUEST-SIZE TUBE

If you want to try Glider right away, get a regular tube from your dealer. If you can wait a few days, we'll send a generous Guest-Size tube for a dime and any used metal tube. It is enough for three weeks and is very handy for traveling.

On this test we rest our case entirely—for we are positive that Glider will give you more shaving comfort than anything you've used.

Send your name and address with ten cents and a used tube to The J. B. Williams Co., Dept. CG-09, Glastonbury, Conn., U. S. A. (Canada: Ville La Salle, Que.) Offer good in U. S. A. and Canada only.



Pioneer pilots of Air Forces advanced with rise of airpower. Lieut. Lahm, first Army pilot, rose to brigadier general.



Lieut. George E. Stratmeyer (1910) is now Major General Stratmeyer, chief of staff for Air Forces' General Arnold.



Lieut. Millard F. Harmon (1916) is today lieutenant general in command of all U. S. Army forces in the South Pacific.



George H. Brett, now a lieutenant general in charge of U. S. Caribbean Defense Command, was a second lieutenant in 1915.



Lieut. General Carl Spaatz, now in command of the allied Northwest African Air forces, was a second lieutenant in 1915.



Maj. General Ralph Royce, now commanding 1st Air Force, was also a second lieutenant before U. S. entered last war.

PATRIOTIC AND PRACTICAL

Here's a man who saves steel by
saving blades—and gets better shaves:

"Followed advice in your ads. Bought
Pal Blades to save steel. They do
last longer because I don't have to
'bear down'—get twice as many shaves
as with any other blade."

Arthur Sawyer
Sioux City, Iowa

Compare

PAL
HOLLOW
GROUND

USUAL
BLADES

PAL BLADES ARE
HOLLOW GROUND
and FLEXIBLE
Edges last longer
because you shave
with just a "Feather
Touch"

PAL

"hollow-ground" RAZOR BLADES

4 for 10¢

10 for 25¢

Double or
Single Edge

Pal Blade Co., N. Y.

SAVE STEEL: Buy PAL Blades—They Last Longer

OUR TRADE MARK

WINDBREAKER

REG. U. S. PAT. OFF.

BUY WAR BONDS

AND
ADOPTED
BY
MILITARY
OFFICERS

ALSO BOYS
& JUVENILES

America's Most Famous Name in Jackets

A MASTERPIECE OF CRAFTSMANSHIP

WHITMAN SHOWER-PROOF GABARDINE
FULL LINED WITH BRYLRO RAYON
OTHER STYLES, COLORS and LININGS
AT LEADING STORES... OR WRITE

JOHN RISSMAN & SON

MANUFACTURERS - CHICAGO

“*Gangway*, please...
we’ve got a war to win”



AMERICANS are still the best nourished people on Earth—and there’s a reason. Our food may be stretched out these days to share with the peoples of the United Nations, but thanks to new scientific developments in animal feeding, our feathered and four-legged armies are being greatly improved in quality and propagation.



To tiny yeast cells goes much of the credit for the improved quality of America’s Meat, because brewer’s yeast is the source of the vitamins used to fortify feed mixtures. Now, when you eat meat raised on vitamin-fortified feeds, you’re getting nutrition plus.

* * *

Anheuser-Busch is America’s biggest supplier of yeast vitamins for cattle and poultry feeds. Our large-scale production of natural vitamins is another achievement that resulted from years of research and laboratory work in producing the world’s most popular beer.



Budweiser

In addition to supplying the armed forces with glider parts, gun turret parts and foodstuffs, Anheuser-Busch produces materials which go into the manufacture of. B Complex Vitamins
Rubber • Aluminum • Munitions • Medicines • Hospital Diets • Baby Foods • Bread
and Other Bakery Products • Batteries • Paper • Soap and Textiles—to name a few.

© 1943

A N H E U S E R - B U S C H • • • S A I N T L O U I S





Fine 18" x 14" enlargement of this painting, suitable for framing and to be sent on request when accompanied by 10¢ to cover postage and handling. Write to our New York address for Lithograph B, enclosing 10¢ to cover postage and handling.



Everyone admires a PT man!

Young men who are accepted for PT duty have good reason to be proud. Never has so new a service won such great respect. All America hails its performance as of the highest and most heroic in the Navy. The fitness, alertness and enterprise of today's PT officers and crews make them outstanding among the members of our country's armed forces.

BUY WAR BONDS

Knights of the Sea!

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BARBARA LUFF'S ROMPERS AND SKIRT MIGHT JUST AS WELL BE WORN BY A TEN-YEAR-OLD OR A MARRIED SYSTEM. BARBARA, WHO IS 28, WANTS TO BE A CHILD PSYCHOLOGIST

Kid Clothes

LITTLE GIRLS, BIG GIRLS, OLD GIRLS, ALL WEAR
THEM AND GIVE THIS SUMMER A VERY "LEGGY" LOOK

Time was when one could hazard a guess at a woman's age by the kind of clothes she wore. Little girls wore rompers, older girls wore shorts and young ladies wore skirts. This summer, children, girls and women all dress alike. Mamas and daughters of all ages have taken to full peasanty skirts and ruffled pinafores and jumpers in gay colored prints and patterns. Under them they wear some sort of pants, not of the dainty lingerie variety but made to be seen. In these kid clothes the female leg becomes notably conspicuous as women and girls loiter around in the shade or roughhouse on the lawn. Their free-and-easy display of their legs is no more immodest than that of an eight-year-old. The traditional restraints that a skirt ordinarily places upon their movements and their posture are as completely removed as if they were in swim suits on the beach. As a result of this new freedom the summer of 1943 has a decidedly leggy look. For documentation, see pages following.

Kid Clothes (continued)



"Outer wear" pants whether they are tight-fitting and attached to a top (above left), classic and pleated (right) or with puffed edges (bottom) all belong to the category of "shorts."



Short and peasanty are the skirts worn by these girls at the Wyxagyl Country Club in New Rochelle, N. Y. Each wears some sort of shorts beneath. The skirts will not stay on long.



Three techniques for getting in and out of a skirt are demonstrated on this page. Some skirts are made like this one.



To remove it, button or hook at waist is unfastened and the skirt is dropped down over feet or lifted up over the head.



Underneath is a trim one-piece play suit. This is a basic outfit which can be worn with skirts, pinafores and jumpers.



Open-back skirt is something of a novelty. It has two buttons at waistband. Left rear end of the skirt overlaps right end by at least eight inches. Skirt looks closed even when wearer walks.



Open-front skirt is the classic skirt made to wear with one-piece play suits. Skirt buttons all the way down the front. Girls frequently wear them with all but two top buttons open.



BARBARA ORR USES HER LEG AS A WRITING DESK. HER MIDRIF IS ALSO BARE



NEW CLOTHES OFFER NEW WAYS OF SITTING. JACKIE COPELAND IS COOL AND COMFORTABLE



AN AIR OF EASY UNCONCERN PERVADES THIS SCENE OF RUMMY PLAYED ON LAWN



IN KID CLOTHES A GIRL CAN REALLY STRETCH OUT HER LEGS WITHOUT RISKING CRITICISM



DAYDREAMING ON THE LAWN, BOTH BARBARAS ARE AS LEGGY AS YOUNG FILLIES



IN OPERATIONS ROOM OF HEADQUARTERS CAPTAIN LAKE,
ADMIRAL HORTON AND AIR VICE MARSHAL SLATTER (LEFT
TO RIGHT AT BASE OF NEAREST LADDER) STUDY WALL MAP

ADMIRAL SIR MAX HORTON

AS COMMANDER IN CHIEF OF THE WESTERN APPROACHES, HE IS WINNING THE BATTLE OF THE NORTH ATLANTIC

by RICHARD WILCOX

It was Aug. 5, 1914 and World War I was but a few hours old. Submerged off the waters of the German Naval Base at Heligoland, the British submarine *E9* moved slowly, her periscope leaving only a faint ripple of wash as it moved up the channel and into the harbor itself. Below in the submarine, at the periscope's eyepiece, Lieut. Commander Max Horton cursed with disappointment. He had expected to find half of Germany's Imperial Fleet anchored within and there was nothing in the harbor but small patrol craft. "Take her to the bottom," he snapped and went into his wardroom and began to deal bridge hands to his first lieutenant, Chapman, and his navigating officer. There was nothing to do now but wait until something big came in to be torpedoed.

In the cramped, sweltering quarters of the submarine, the crew settled down, relaxed, but wary for the sound of heavy propellers above them. In the wardroom, the bridge game was progressing as hotly as it might have in any London club. It was near the end of the first rubber, when a loud, metallic clanking on the outer surface of the submarine's hull electrified the crew. German patrol vessels were sweeping for submarines and one of the sweep wires had hooked on *E9*'s bow. The crew could hear the wire work loose from the bow, slither over the jumping wires and then hook onto the periscope standard. If the sweep had explosive charges attached to it, *E9* was doomed. Even if it did not, the tugging wire might warn the patrol boats and bring down a torrent of depth charges around the submarine lying in the shallow waters of the harbor. In the wardroom it was the first lieutenant's play but he sat without moving, small beads of sweat gathering on his forehead. Horton's cool voice cut into the stillness:

"Come, come, Chapman, your play."

Chapman caught himself with a start, threw down his card and the game went on. In the following silence, the men in *E9* heard the sweep work loose, clank slowly over the hull toward the stern. Then all sound died away. Chapman gathered up the last trick and smiled:

"Sorry, Horton, but you are down one trick, doubled."

"I beg your pardon, Chapman," Horton was smiling too. "You revoked just when the wire caught on. You forfeit two tricks."

As the navigator marked down the score, Horton rose to go back to the periscope. He smiled again:

"Bridge, gentlemen, is a game you've simply got to keep your mind on if you ever hope to play it well."

Since 1914, keeping his mind on things and doing them well has brought great success to Max Horton, now Admiral Sir Max Kennedy Horton, K.C.B., D.S.O. and His Majesty's Commander in Chief of the Western Approaches. It has led him up through the ladder of rank until today he holds what is probably one of the three most important jobs in all the Allied navies. As Commander in Chief of the Western Approaches he is in complete charge of antisubmarine warfare in the North Atlantic beyond Canadian waters—the western approaches to the United Kingdom. He directs every convoy, escort and patrol aircraft, pitting his judgment and skill against that of Germany's Admiral Doenitz, whose wolf packs more than once have almost cut the sea-borne arteries of England. Today, Max Horton is winning the long grim duel of the North Atlantic. The Allied cause owes a great deal to the Admiral's tactics, for without a victory in the North Atlantic we could not supply our troops or air force in the European Theater of Operations and the life of England itself would cease under an effective blockade.

Max Horton knows how to fight submarines because he is one of the world's foremost authorities on their tactical use. A submarine skipper in the last war, he earned his fame as a daring raider of Ger-

man naval and merchant shipping. When war broke, lying in the Bight of Heligoland he saw through his periscope the German cruiser *Hela* steam across his bow. Acting with his proverbial quickness, Horton maneuvered to attack and sank the cruiser. This was the first German warship sunk by a British submarine. Shortly afterward he bagged the destroyer *Siz6* off the mouth of the Ems.

The most famous period of Max Horton's World War I career, and the one from which he learned most about the German naval mind, was his cruise in the Baltic. Germany's High Seas Fleet was penning the Russian Fleet in the eastern part of that sea and the British Navy decided to send in submarines to strike at the German Fleet and disrupt its communication lines. Three submarines were chosen for the dangerous job and two of them (including Horton's *E9*) finally made the passage. The *E9* entered the Kattegat on the night of Oct. 18, 1915 and was immediately spotted by patrol craft which Horton finally shook off. He proceeded to his destination, the port of Libau in Latvia, then held by the Russians. Arriving there he was somewhat startled to find the dock installations destroyed. A Russian officer came out to pilot him in and told him that the Russians had abandoned the port.

"How did you get through the mine field?" he asked with interest and awe.

"What mine field?" replied Horton.

"You've just come through the biggest mine field in the Baltic. The Germans have been laying it for weeks trying to keep shipping out of this port."

Horton still sweats when he thinks of that moment.

In the Baltic, Horton and his *E9* became the terror of the German Fleet. He torpedoed a German destroyer that sank in three minutes. Once he dived under a destroyer screen to come up in the middle of a large convoy. Every gun in the force was trained on the surfaced submarine and the water around the *E9* was white with explosions. Coolly, Horton maneuvered the sub around, fired a torpedo at a large transport from his stern tube. There was a satisfying explosion. But the transport was not sinking fast enough to suit Horton, so, getting one of his tubes reloaded, he turned again in the hail of shellfire and finished off the transport. Then he dived and eluded the angry screen of destroyers.

Another time, he came on two German destroyers alongside a collier, while two more destroyers and a light cruiser stood by. Calculating his shots, he fired his bow and beam tubes simultaneously at the collier and the cruiser. He missed the cruiser but hit the collier and a destroyer lying next to her, both of

which immediately sank. Horton's exploits had the Germans in such a state of nervousness that they, imagining a strong force of British submarines in the Baltic, prudently retired to their harbors and lay at anchor.

In the frigid waters of the northern Baltic, Horton learned submarine secrets that the Germans have since put to good use. He discovered that a submarine, traveling on the surface of a winter sea, soon became an iceberg. This had always hampered operations in northern latitudes. Horton found by diving into the somewhat warmer water below the surface, the submarine would thaw out and that air rushing out of the main ballast tanks cleared the vents of slush. Thus submarines could operate in the coldest seas. Using this knowledge, he took the *E9* along the iron-ore trade route from Sweden to Germany. Ships along this route, carrying precious high-percentage ore for German smelters, were fine prizes and Horton took his share of them. In 24 hours he sank three merchantmen, giving their crews time to abandon the ships before sending torpedoes into their hulls.

When Russia made peace and no Baltic bases were left to the British, Horton was ordered back to England and his *E9* had to be scuttled with the rest of the British submarines in the Baltic. When the war was over, Horton moved up



Admiral Horton poses against operations room map. Strings show convoy routes, arrows convoy positions. Encircled "T" under right ear shows where U-boat was sunk.



Through the window in his private office Horton can see operations room. Clock rests in middle of Iceland on map.



Admiral Horton enters vast, concrete-reinforced underground headquarters of Western Approaches in Liverpool.



Piece of U-boat sunk by the British destroyer *Starling* is presented to Admiral Horton as a souvenir by two of the *Starling's* top officers.

ADMIRAL HORTON (continued)

rapidly in rank and responsibility in Britain's peacetime Navy. His daring and aggressiveness stood him in good stead, notably when in command of the First Cruiser Squadron, he put into Barcelona Harbor in H.M.S. *London* in July 1936, to rescue British, American and other neutrals caught in the outbreak of the Spanish Civil War. In an atmosphere taut with trouble, Horton's swift decisiveness avoided any incidents, though rumors swept England that he had narrowly restrained the Italian ships in the harbor from opening fire. Actually, by prior agreement, he had arranged with the Italians, because of the disturbed condition of the city, to dispense with the 17-gun salute to which he was entitled.

In 1940, with Britain again at war, Max Horton was appointed Vice Admiral in Command of Submarines and his flair for the spectacular was seen in the planning of daring Mediterranean raids. On the eve of bringing the battleship *Bismarck* to bay, Horton stalked up and down his office, wearing an old bathrobe, swearing luridly because the Sea Lords would not allow him to send submarines in to finish her off. She would have been an easy mark for submarines with her reduced speed and no protective screen, and Horton's argument that she could be best killed with torpedoes was finally proved when the cruiser *Dorsetshire* finished her off with surface torpedoes after attempts to sink her by gunfire had proved costly.

In November 1942, Horton was given his present post as Commander in Chief, Western Approaches. It was a crucial time, for the Allies were losing the Battle of the Atlantic. So efficient were the organized attacks of U-boat wolf packs on convoys, that the Germans boasted they had wrested supremacy of the Atlantic away from the British and American navies. Now, with the Allies committed to maintaining armies in Africa, with thoughts of the Second Front looming large, it was imperative that the menace of the German submarine be met. This was Horton's job and he went about it in typical fashion. Though a great believer in moving fast and keeping moving, Horton also believes that movements should be predicated on knowledge. Therefore, for a month after taking the new post, he did nothing but think about his problem—visiting convoy ports and talking to escort men to learn from them exactly what German submarine techniques were being used.

Horton faced one of the most ruthlessly efficient war machines ever forged. The plans for Germany's U-boat campaign had been carefully

laid years before and now, with three years of active operations to iron out the kinks in the system, it had become almost perfect. All German submarines are controlled from Doenitz's headquarters in western Europe, on radio advices received from submarines patrolling at sea. These reports of weather and the movement of Allied convoys are used to dispatch packs of submarines to intercept convoys on previously discovered courses and bring them under heavy attack. With a scarcity of escorts and inadequate air patrol, especially in the dead center of the North Atlantic, these packs were playing hell with convoys. The winter months of last year, when raging storms kept aircraft grounded, broke up convoys and made the operation of escorts difficult, were particularly bad. Said one escort captain coming into port after meeting an especially large pack at sea: "It would be easier to put the stuff in trucks and just drive them across the Atlantic on the tops of the submarines."

He worked backward

Facing these problems, Max Horton with his submarine experience put himself in Doenitz's position and worked backward. By now, more escorts with longer range, greater speed and more effective secret antisubmarine weapons were coming into the Battle of the Atlantic. At conferences with captains, Horton improved their tactics so that they could fight U-boats even more effectively. Knowing the psychology and the mind of the submariner, he could forecast how German captains might react under specific situations, and planned his countermeasures accordingly. For instance, knowing that submarines usually crash-dive with their rudders over so that they will move immediately from the spot where they disappeared makes a tremendous difference in escorts' planned attack. Such tricks are taken into account by British and Canadian escort captains who now do all ocean trade convoying from North America to the United Kingdom. Horton also helped accelerate the small-carrier program, getting these small floating airfields to sea where they could move air cover right along with a convoy. Working with the R.A.F.'s Coastal Command, he developed the use of the VLR ("Very Long Range") patrol plane which can comb the center of the Atlantic where U-boats were once safe to surface to get a breath of air, take supplies and new torpedoes from a freight submarine, or charge their batteries. He formed fast, powerful support groups—made up of destroyers and small carriers that roamed the Atlantic near convoy routes

where they could be sent to the assistance of heavily attacked convoys and their hard-pressed escort ships. In a few months after he took over the job, his system began to work so well that the highly touted spring U-boat campaign was effectively thwarted.

But besides bringing expert knowledge to his job, Horton carried that indefinable something possessed by all the world's leaders—an ability to inspire the men working under him. That has not been fostered by any unseemly familiarity on his part. Though the men on the tossing ships in the North Atlantic refer to him easily as "Max," none but his intimate friends would think of personally addressing him as anything but "Admiral Horton." His adventures have given him a tradition to which he does not care to add for the sheer love of notoriety. In spite of his aloofness, he is no prig and loves to play jokes that teach a lesson. Once, noticing that a guard at the entrance to his headquarters had left his rifle leaning against the wall while he chatted with a friend, Horton picked it up and walked away with it. Later the chagrined guard crept into his office to retrieve it. He had to crawl on his hands and knees under the Admiral's bed to find it and from then on never let it out of his grasp.

Because of his ability and complete fairness, Max Horton is one of the best-liked commanders in any Navy. All that he expects of his subordinates is that they try to live up to the standards he sets. He does not object to men admitting they have made mistakes and keeps a painting of the periscope view of a German submarine, whose sinking he muffed in the last war, prominently displayed on the wall of his apartment as a constant reminder that all men are human. He does object to subordinates not admitting their mistakes or trying to procrastinate with him, and has an uncanny way of knowing when an officer is trying to fool him. Recently he asked a subordinate if he had arranged for a certain type of ship's valve to be replaced:

"Yessir," answered the officer, a little flustered.

"Have you done it, or are you going to do it as soon as you get outside my cabin?" Horton snapped back.

"That damn fellow can see through a brick wall," muttered the junior as he left, his neck flushing a bright crimson.

Officers do not mind this minor heckling, for it is never undeserved. All of them realize that he is their superior in experience and knowledge as well as in rank. And because they respect him they will take any risks to merit his approval. Almost more coveted than the D. S. O. to British escort captains who have successfully fought a

CONTINUED ON PAGE 76

When you feed a hungry man...

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VITAMIN B₁—helps maintain normal appetite and good nerves.

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Now enriched to new high standards, modern white bread is set up by the U.S. Government wartime nutrition recommendations in one of the "BASIC SEVEN" food groups you should eat every day.

Got a hard-working man-of-the-house to be properly fed?

Got some lively youngsters to be fed?

Got a family to keep going "on all six" in spite of rationing, food shortages, high costs?

Take the word of top nutrition authorities and *start with bread* when you plan your meals.

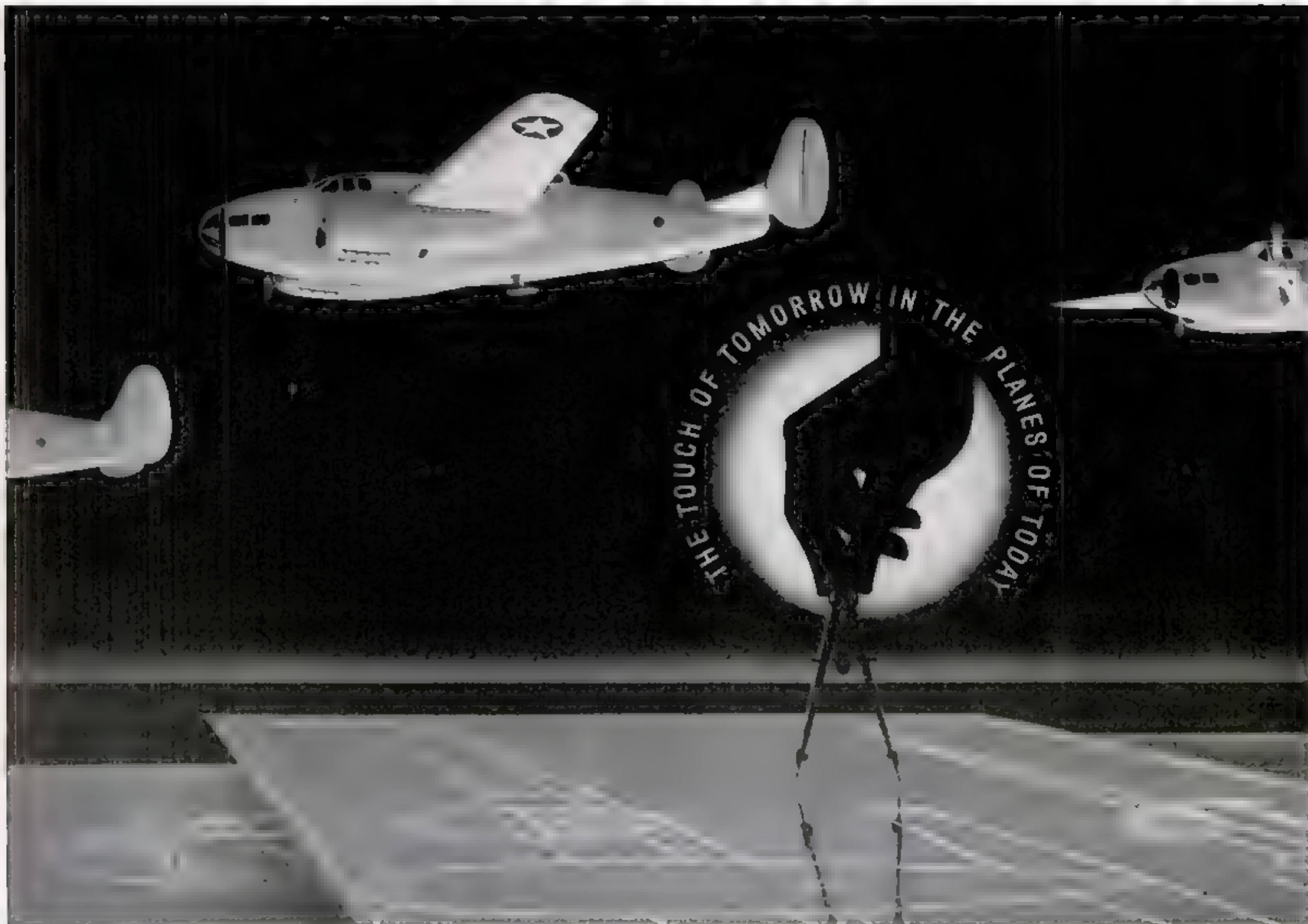
Two years of work have gone into making modern white bread the best bread America ever had. Every loaf contains essentials that supply food-energy, help promote growth, help keep the body running right.

Use it liberally. *With* meals and *in* countless point-saving dishes. Today more than ever, *bread is basic* in keeping America well fed.



BREAD IS BASIC

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When war broke out, Fairchild called in scores of sub-contractors in order to compress a month's ordinary production of parts into a day. It scoured *one* town for manufacturing space down to the last garage and filling station. The Army-Navy "E" flies over this Division today.

Production shortcuts clip minutes from hours . . . and put planes and engines into pilot hands just that much sooner. No time to wait for a stretching die made of steel. Fairchild makes it of wood, saving much time, much steel. A quick-change device cuts down the time usually required to re-tool a precision

machine . . . and a highly skilled mechanic is freed to join the production battle at another spot. A machine is built that cuts down milling time on one part by 500 per cent. Still another machine is built which does in 20 minutes work usually requiring many hours.

And so it goes—a minute clipped here, an hour there. Time-saving ideas from Fairchild employees have helped put more than one additional pilot over Rabaul, Tunis, Hamburg.

Faster and faster roll the planes and engines from Fairchild production lines. They must roll still faster . . . and they shall. For production, as well as performance, is behind "the touch of tomorrow in the planes of today."

"ON THE BEAM"

"The dominant note of our common war effort is unity, unity of our people and unity of the United Nations. That is the hard fact which is the spearhead of Victory."

Franklin D. Roosevelt

(From letter of Nov. 25, '42 to Col. J. C. O'Laughlin)

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Horton's secretary is pretty Kathleen Hallaran, a third officer in Wrens. She occupies flag lieutenant's office. Horton calls her "the best personal secretary in the world."

ADMIRAL HORTON (continued)

seconds or additional surface or air support can be dispatched to help it get through. In this room Horton confers with R.A.F. and naval officers under his command, taking a personal interest in every merchantman and escort on the Atlantic. The symbols on the map, covering the provinces of five senior flag officers who serve under Horton, probably represent more ships than are under the command of any other naval officer in the world.

Horton's apartment is in his headquarters building, so he is close to his work day and night. He is a bachelor, though no woman hater and speaks with paternal affection of the 13,000 Wrens under his command. Many of these, at his suggestion, are doing complex naval jobs formerly given only to men. Horton rises early in his apartment, which is filled with mementos of his adventures at sea including a cup presented to him for sinking the first German warship in the last war. He goes immediately to his desk where he reads last-minute reports and suggestions from his staff. On these reports he scribbles copious marginal notes. His private filing system consists of scrawls on the backs of calling cards and scraps of paper which he stuffs into his uniform pocket. When something really arouses him, the lead in his black pencil snaps and he reaches for a red pencil to continue his comments. If he is intensely excited, the red pencil soon goes the way of the black and he grabs a blue pencil from the tray on his desk. When his officers see blue pencilings on the reports he returns to them, they know Max means business.

Horton dispenses with all useless formality, letting his staff—like their fellow officers at sea—wear anything that is comfortable. It is not unusual to see a high-ranking member of the Western Ap-

CONTINUED ON PAGE 10



The entrance to the headquarters of Western Approaches is constantly under heavy guard. Here Horton wears mufti as he leaves building for one of his many golf dates.

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TIRED, HOT,
PERSPIRING,
ODOROUS
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dust Dr. Scholl's Foot
Powder on your feet and
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Makes a world of difference
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but a trifle. At Drug, Shoe,
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Dr. Scholl's FOOT POWDER

R FIRST AID TO TIRED, IRRITATED EYES!

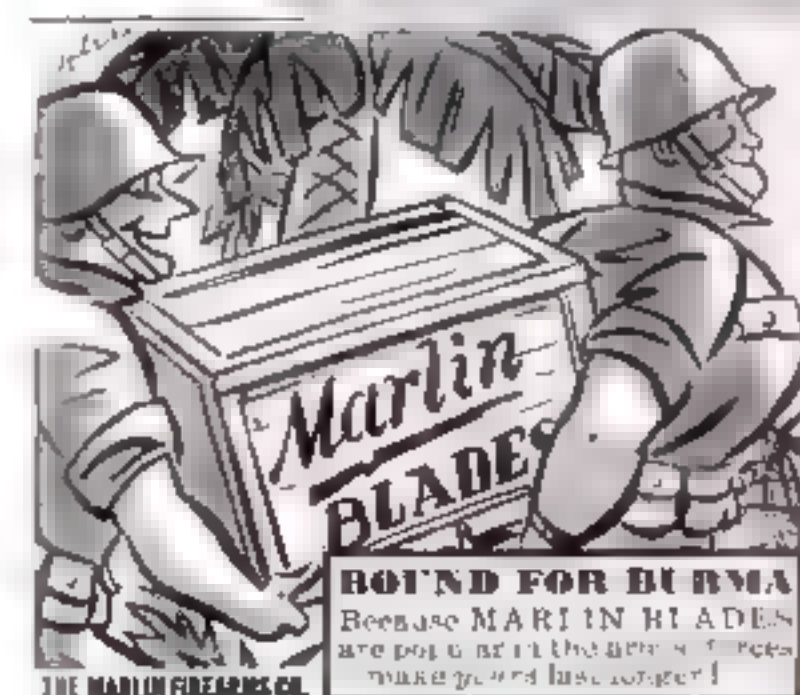
Don't put up with tired, red,
smarting eyes! EYE-GENE—
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away that red look caused by
overwork, late hours, glare,
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exclusive ingredient makes
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CLEAR, SOOTHE
IN SECONDS!



Here's one thing that *does not* cause higher prices

FOR many reasons, the prices of most things you buy are higher today.

But railroad freight rates are not one of the causes.

The fact is, railroad freight rates generally are not higher today than before the war. Many are actually lower, and the average amount received by the railroads for each ton they haul is the lowest in the past quarter-century.

At these low rates, the railroads are called upon to meet the increased operating costs due to higher wages and higher prices for what they buy. They are also, of course, paying increased taxes.

And we think this further fact is important to know.

The strain of war is wearing out railroad equipment—wearing out cars, locomotives, and the tracks over which more than 1½ million tons of freight move a mile every minute of the day and night.

Some day, all this will need the sort

of replacement which is not possible in these days of war shortages. It will take billions of dollars to do that job—just as it took billions to bring the railroads to their present high efficiency.

To do this with railroad money, the railroads must therefore have a chance now to provide for the future, so they can keep on furnishing America with the finest transportation in the world.



AMERICAN  RAILROADS

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Almost all of today's Nescafé goes to our armed forces; but whether used on the home front or the fighting front... it makes precious coffee go much farther.

A Nestlé product, composed of equal parts of skillfully brewed soluble coffee and added carbohydrates (dextrins, maltose and dextrose) added solely to protect the flavor.

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MILLIONS
PREFER IT!
LARGEST SELLING
PREPARED MUSTARD
IN U.S.A.



ADMIRAL HORTON (continued)

proaches staff wearing a khaki shirt, trousers and slippers while hard at work on the sailing schedules of an important convoy. Horton himself likes to work in his office at night in his beloved bathrobe. He made his position clear on false formality in the first week after taking over the Western Approaches command. An Admiralty conference was scheduled and, because of a convoy battle at sea, Horton found himself unable to attend it.

"Shall I make your apologies to the officers, sir?" asked one of his assistants.

There was a dead silence while Horton looked quizzically at his questioner.

"Look here, laddie," he replied, "you've got this wrong. The Commander in Chief NEVER apologizes."

Horton's lunch is preceded by the British naval officer's traditional gin-and-lime. He eats lightly, preferring French cooking on whose standards he became an expert while on golfing trips on the Continent before the war. These trips were half business and half pleasure for he always found time to play a few Austrian and German courses and in the process "kept an eye on things." He still plays golf daily, shooting in the low 80's, and insists that all his officers get out of headquarters for a few hours each day to freshen their outlook. He plays the game as though he were at the periscope of a submarine in enemy waters—letting nothing ruffle his composure. On the rare occasions when he dubs a shot he goes through the same formula, walking up to the ball muttering:

"Come on, Max... head down... left arm straight... and hit past your chin."

Those who know him well say that Horton regards his fight with the German submarines as a sort of personal golf match with Admiral Doenitz. He has tremendous respect for the whole U-boat campaign, for no one has a better background to appreciate its complexities and past successes. But he, the archetype of all great English sea captains, considers that Doenitz's handicap is too big for him to win in the most desperate of all games. Horton is a bold gambler, but a considered one, and weighs the risks and the stakes well before plunging in. Once he is in, he allows nothing to deviate him from his purpose. He has always lived like this and has always won. Today, he feels he has won again and even the Germans, now making excuses for the poor performance of their U-boats, seem to agree with him.

When he plays golf he always has a half crown on the game and he plays as hard to win it as he used to maneuver to sink a German man-of-war.

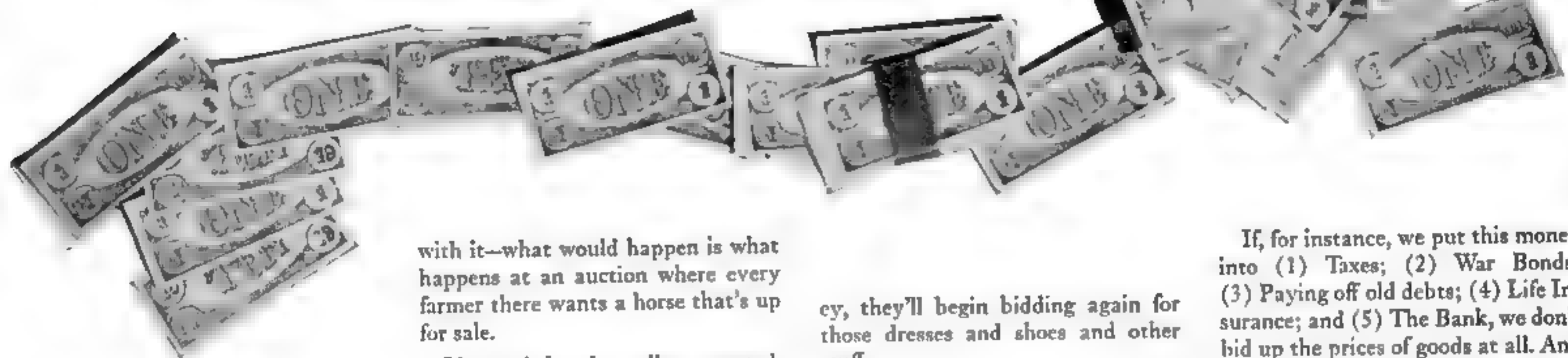
"Someday soon," says one of his staff officers, "Max Horton is going to get a check for a half crown, signed by Karl Doenitz. Then we'll know we've really won the Battle of the Atlantic."



As a golfer, Horton never permits distractions to affect his competent game. He keeps some golf balls on the desk in his private office at all times (see picture on page 74).

IF YOU'RE MAKING MORE MONEY

...WATCH OUT!



with it—what would happen is what happens at an auction where every farmer there wants a horse that's up for sale.

If we tried to buy all we wanted, we would bid the prices of things up and up and up. Instead of paying \$10 for a dress we're going to pay \$15. Instead of \$5 for a pair of shoes we're going to pay \$8.

Despite the fact that there aren't any more dresses or shoes or anything else than there were before, we're going to be suckers and pay a lot more for them.



Now listen closely:

The bidding for scarce goods is going to raise prices faster than wages. Wages just won't keep up.

So what will people do?

U. S. workers—whether they're laborers or white-collar workers—will ask the boss for more money. Since

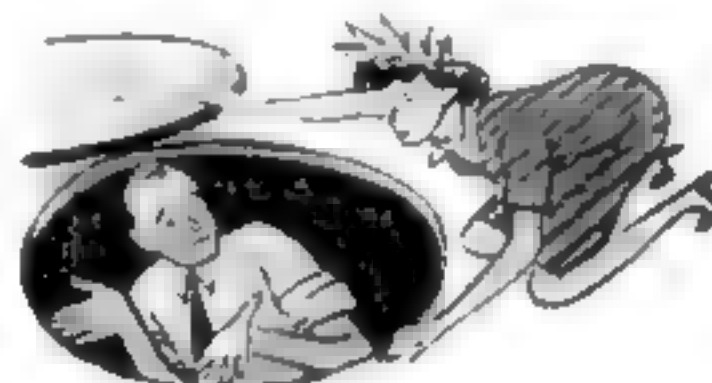


labor is scarce, a lot of them will get it. And farmers and business men who feel the pinch are going to ask more money for their goods.

Well, the minute these people—that means maybe you and plenty of your friends and neighbors—get this mon-

ey, they'll begin bidding again for those dresses and shoes and other stuff.

And the prices will go *still higher*. And the majority of us will be in that same old spot again—only worse.



This is what is known as Inflation. And inflation has occurred—to a greater or less degree—during every war period. And in every case on record the people have been left holding the bag!

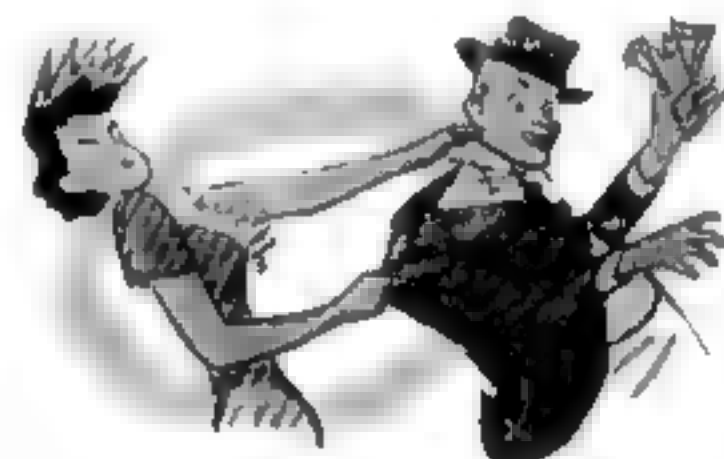
Our government is doing a lot of things to keep prices down... rationing the scarcest goods, putting ceiling prices on things, stabilizing wages, increasing taxes. But the government can't do the *whole* job. So let's see what *we* can do about it.

This way the 45 billion dollars will make us prosperous

If, instead of running out with our extra dough, and trying to bid on everything in sight, we buy only what we absolutely need and do some other things that aren't fun, we will come out all right.

If, for instance, we put this money into (1) Taxes; (2) War Bonds; (3) Paying off old debts; (4) Life Insurance; and (5) The Bank, we don't bid up the prices of goods at all. And if besides doing this we (6) refuse to pay more than the ceiling prices; and (7) ask no more for what we have to sell—no more in wages, no more for goods—prices stay where they are now.

And we pile up a bank account. We have our family protected in case we die. We have War Bonds that'll make the down payment on a new house after the war, or help us retire some day. And we don't have taxes after the war that practically strangle us to death.



Maybe, doing this sounds as if it isn't fun. But being shot at up at the front isn't fun, either. You have a duty to those soldiers as well as to yourself. You *can't* let the money that's burning a hole in your pocket start setting the country on fire.

★ ★ ★

This advertisement, prepared by the War Advertising Council, is contributed by this magazine in co-operation with the Magazine Publishers of America.



That leaves 45 billion dollars' worth of money burning in our jeans.

Well, we can do 2 things with this 45 billion dollars. One will make us all poor after the war. The other way will make us decently prosperous.

This way the 45 billion dollars will make us poor

If each of us should take his share of this 45 billion dollars (which averages approximately \$330 per person) and hustle out to buy all he could

KEEP PRICES DOWN!

Use it up
Wear it out
Make it do
Or do without

ENGLISH



"Junior Miss" has cast 11 night juveniles. Puffy Adams (opposite) is played by 18-year-old Irish Peggy Curran. Others are Derek Prendergast, Peter Miller, Street, Joan Wain.

AMERICAN



These roles were enacted in New York by John Cushman, Louie Lomberg, Billy Redfield, and Patricia Pearson. Miss Curran is duplicating Miss Lomberg's behavior.

LONDON THEATER

It owes its successful season to six Broadway importations

With many of its leading playwrights too preoccupied with realities to write for a make-believe world, the London theater owes its current boom to substantial assistance being rendered it by U. S. dramatists. Six of London's present hits made their debuts on Broadway. They are *Arsenic and Old Lace*, *The Man Who Came to Dinner*, *Watch on the Rhine*, *Junior Miss*, *Clash of Swords*, and *Let's Face It*. Longest run in London is *The Man Who Came to Dinner*. Biggest hit is *Arsenic*

and *Old Lace*, for which seats must be reserved a month in advance. In London for a bit of fun before the Sudan invasion General Montgomery went to see *Arsenic and Old Lace* and *Let's Face It*, evoked enormous demonstration from audience.

As Moss Hart conceived him, Sheridan Whiteside, the man who came to dinner and stayed to grose, needed his month was not with soap. That he would one day emerge as a goodwill ambassador did not seem possible. But such is the case.

ENGLISH



"Let's Face It" has Comic Bobby Howes (on soldiers' shoulders) playing Danny Kaye's role in London. Although typically American, this show appeals to the British sense of humor.

AMERICAN



Danny Kaye (hand on his ear) was star of original New York company. Mary Jane Walz is the girl. Longrunners are now humming Cole Porter's *Everybody I Love* from this show.

CONTINUED ON PAGE 85



Another ***NEW*** *

has been Added!

Apple "Honey" Now Protects
Old Gold Freshness

BUY MORE
WAR BONDS
NOW!

NO
CHANGE
IN
TASTE!



P Lorillard Company
Established 1760

Apple "Honey" is a new moistening agent which replaces glycerine, now needed for vital war materials. Its purpose? To protect the natural moisture in tobaccos. Without a moistening agent, tobaccos lose their moist, pliable quality, which means *freshness*. They become dry. Apple "Honey" helps seal in this precious moisture.

This new moistening agent is a mellow, golden, honey-like syrup—from fresh, pure apple juice. It's so much like honey, we

named it Apple "Honey." Sprayed on our choice Old Gold tobaccos, Apple "Honey" penetrates every fragrant, flavorful shred, helps keep them moist, pliable and FRESH on their way to you. Apple "Honey" is tasteless. Therefore it does not change the taste of Old Golds. In many ways, we think it superior to glycerine.

Thousands have switched to Old Golds since we started using Apple "Honey." Join the crowd! Get Old Golds today.

**New moistening agent developed by the Eastern Regional Research Laboratory of the U. S. Department of Agriculture. We call it Apple "Honey."*

SAME FINE TOBACCOS, INCLUDING LATAKIA

Enjoy Sammy Kaye's Band
and Guests!

•
WEDNESDAY EVENINGS
CBS NETWORK

A vintage advertisement for Mr. Boston Sloe Gin Fizz. The central focus is a dark glass bottle with a light-colored label. The label has a classic design with the words 'OLD Mr BOSTON' at the top, a circular emblem featuring a man's face (likely Mr. Boston) in the center, and 'SLOE GIN' in large, bold letters below it. At the very bottom of the label, it says 'GIN FIZZ'. The bottle is set against a background of a brick wall, with a wooden fence or railing visible in the foreground. The overall style is that of an early 20th-century commercial illustration.

is dependent greatly upon
the structural character
and distribution of the

A Blend of Straight Whiskies

Blended and Bottled by
The American Distilling Co.
Phen. Ill. 1874-registered

Brooklyn, Old New York, 1830

"Tried and True

Since '92"

THE AMERICAN DISTILLING COMPANY, Inc.
PEKIN, ILL. • NEW YORK, N. Y. • SAUSALITO, CAL.

Now Available

OFFICIAL BARTENDER'S GUIDE — ONLY 35c... 753 Tested Recipes for
practically every drink known to man — List Price \$2.00 Send 35c in stamps
or coin to The American Distilling Company, 247 Park Ave., New York 17, N. Y.

BOURBON SUPREME • A Blend of Straight Whiskies

90.4 Proof • BURTON'S Blended Whiskey • 86.8 Proof • 60% Grain Neutral Spirits • OLD MR BOSTON SLOE GIN • 70 Proof

I'M S.O.S'N FOR Squirt




5¢

Be prepared! Keep Squirt on hand... it quenches thirst and how! Made from orchard-ripe grapefruit, Squirt's a sensation. Try it!

BIGGEST SELLING GRAPEFRUIT DRINK IN THE WORLD

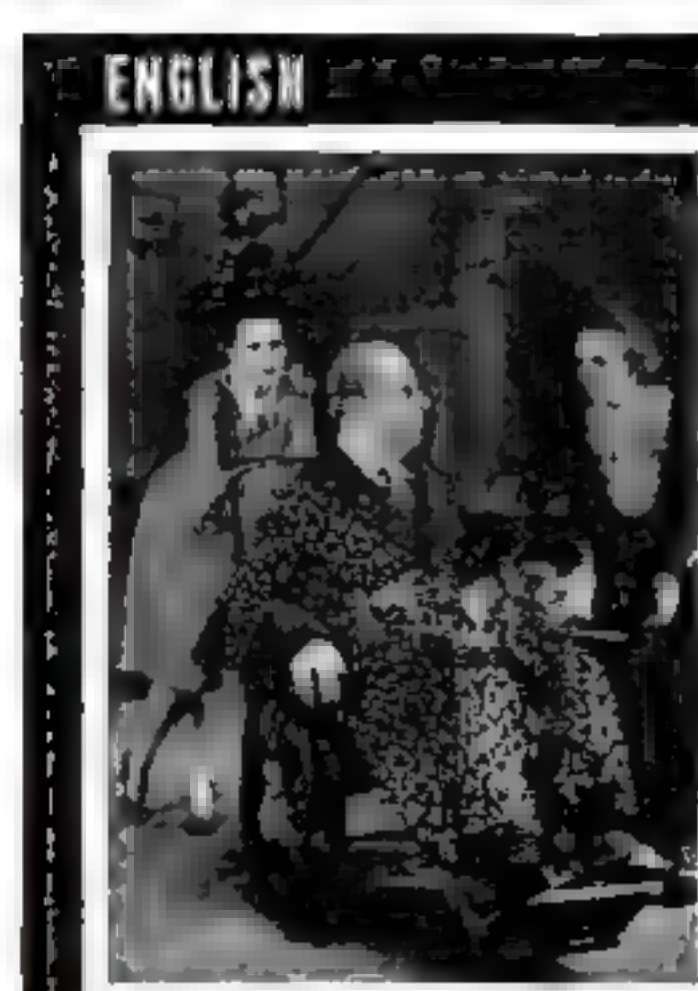


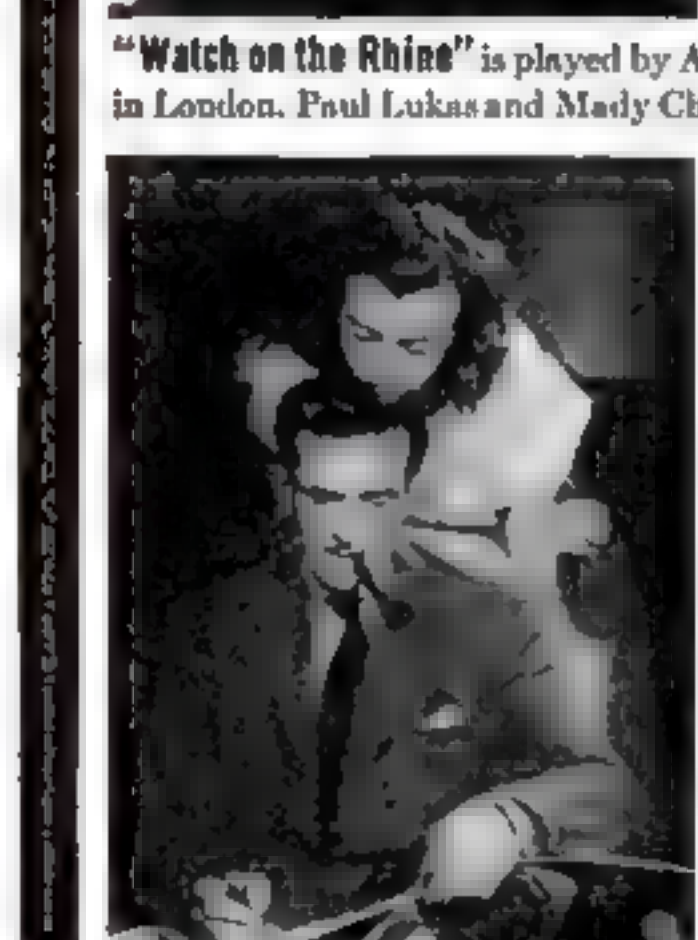
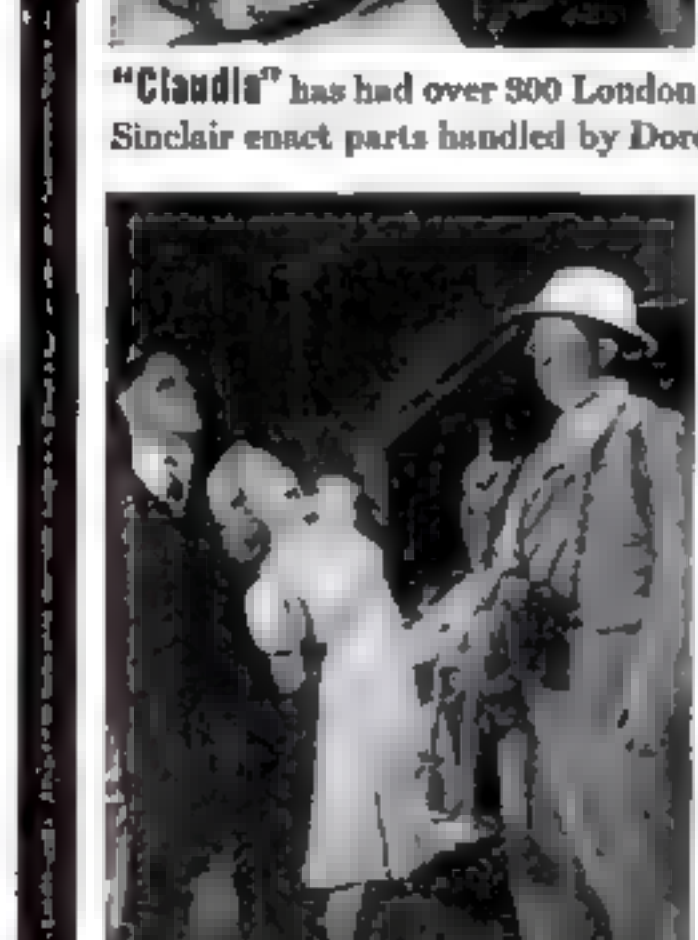
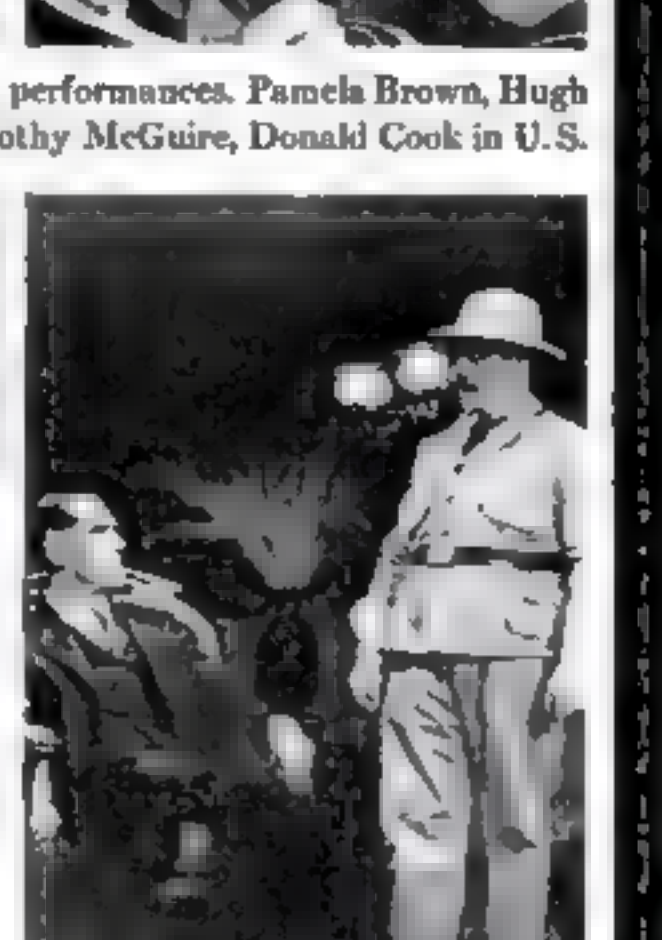
Trade-Mark of The Squirt Company Copyright 1943, The Squirt Company, Somerville, Mass., U.S.A.

BY BICYCLE—YOU CAN ALWAYS GO



A bicycle is always mighty useful, particularly in these war days. You have to think twice before you use your car. Your bicycle is always ready to go. Under the modified rationing regulations, almost anyone can obtain a bicycle. See your dealer today! He will gladly explain latest rationing rules, and help you correctly file your application. The Westfield Manufacturing Company, Westfield, Massachusetts.

Columbia
SINCE 1877
AMERICA'S FIRST
BICYCLES

ENGLISH	AMERICAN
	
<p>"The Man Who Came to Dinner" has Robert Morley, Coral Browne, Edie Martin. In New York, Monty Woolley, Edith Atwater, Ruth Vivian did it.</p>	
	
<p>"Watch on the Rhine" is played by Anton Walbrook and Diana Wynyard in London. Paul Lukas and Mady Christians had these roles in New York.</p>	
	
<p>"Claudia" has had over 300 London performances. Pamela Brown, Hugh Sinclair enact parts handled by Dorothy McGuire, Donald Cook in U.S.</p>	
	
<p>"Arsenic and Old Lace" has Edmund Willard as Karloff-like Jonathan Brewster. Boris Karloff himself played part in the New York production.</p>	

G'BYE BOYS, IT'S—Bug-a-boo



End all pests the easy way.
Use this pleasant insect spray.
Piney, potent—stainless, too—
Ask today for Bug-a-boo!

THE SUPER INSECT SPRAY



Buy at Leading Stores and Mobil Dealers

OTHER BUG-A-BOO PRODUCTS:

Bug-a-boo Moth Crystals
— Give off a vapor which kills the moth worms that damage clothes. Pine scented, no clinging moth ball odor. Sold in 1-lb., 3-lb., 5-lb. pkgs. with free bag vaporizers included.

Bug-a-boo Victory Garden Spray
— Kills or controls practically all garden pests. Will not clog sprayer. Four ounces make 12 to 18 gallons of effective spray. Also sold in larger sizes.

Bug-a-boo PRODUCTS
BY SOCONY-VACUUM

Life Goes to a Party with Tombstone Hounds

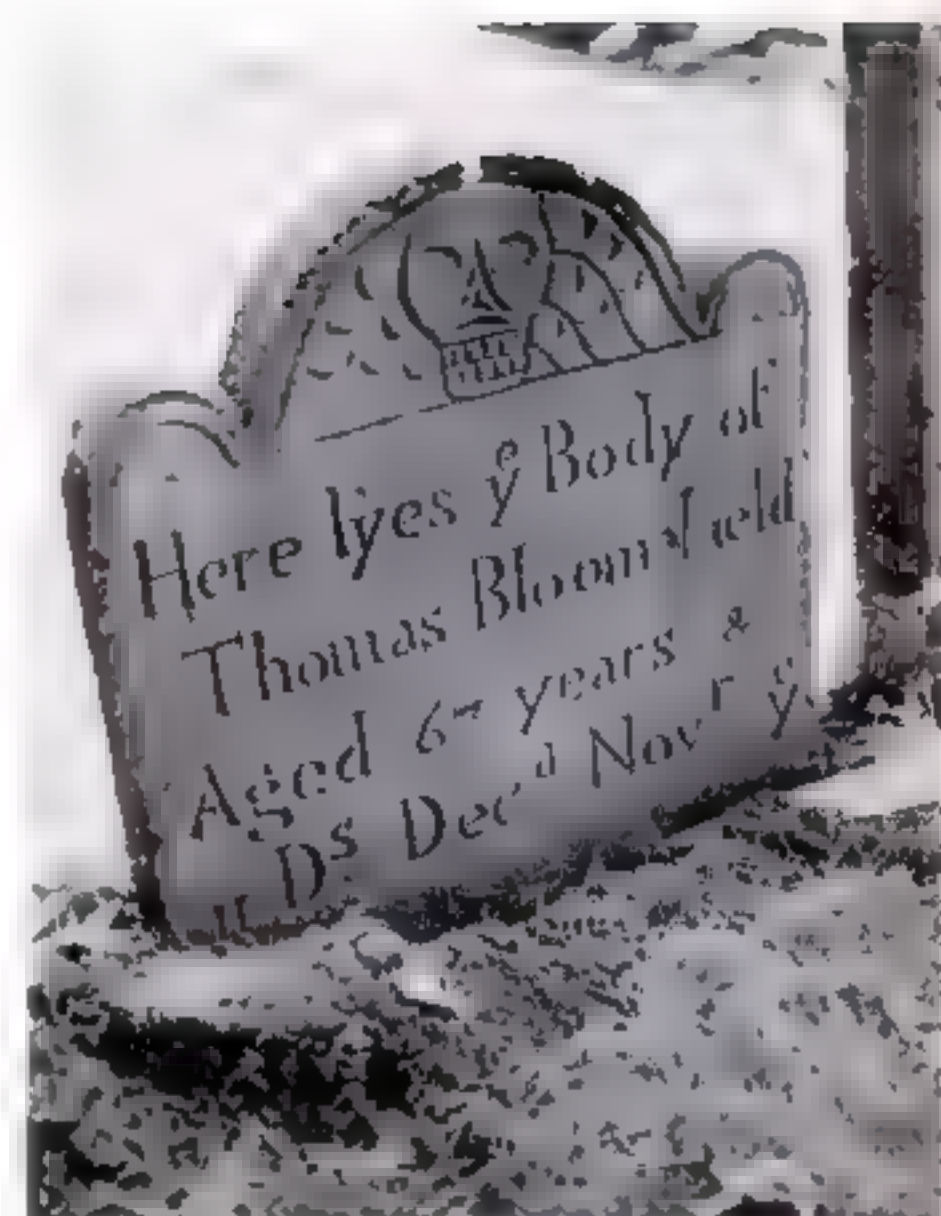
In an ancient churchyard at Woodbridge, N. J. they browse among the dead

The Tombstone Hounds are a whimsically titled organization with a serious purpose. Members of the Genealogical Society of New Jersey, they assemble on summer holidays for field trips to old burying grounds where they collect genealogical data from gravestone inscriptions. In 21 years they have copied a card indexed material on 260,000 occupants of some 450 New Jersey cemeteries. Their eventual goal is the documentation of all New Jersey tombstones. From this research they hope to compile a master catalog, indexed by family name, which any interested progeny can consult to find out when and where a certain forebear died and is buried.

The First Presbyterian Churchyard at Woodbridge, N. J., where the Hounds congregated last year, proved to be a rich hunting ground. There, after lunching on

ceremoniously among the tombstones, they went to work in pairs with trowels to extricate markers which had fallen over and been covered with earth, pounce to bring out the lettering on weathered stones, and trowers to reflect sunlight on a shaded inscription. Majority of the Hounds, yet counting children who came along for the picnic, are well over 60. Most are retired bankers, lawyers and businessmen who have taken up genealogy as a hobby. Chairman of the important Gravestone Records Committee is Russell Rankin, who wrote the *History and Significance of the Tombstone Hound*. Sample verse:

*Some hound points the way to the graves
Of every passing breed,
To those who sleep in the earth
In other quiet trees.*

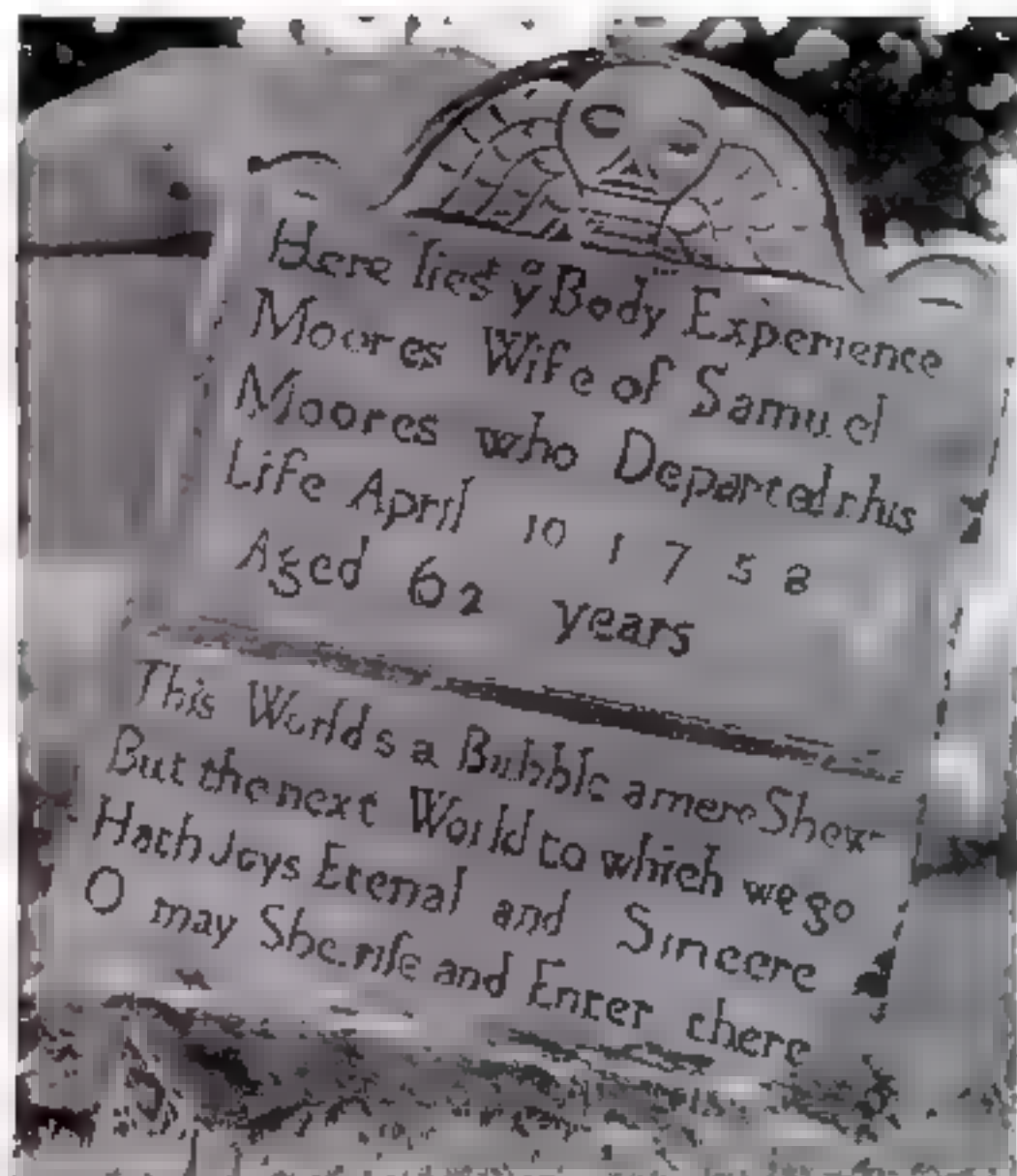


Death's-heads ornament many tombstones. The inscription on the grave of Thomas Bloomfield, died 1718, is simple. Captain Bloomfield was a soldier in the Revolutionary War.

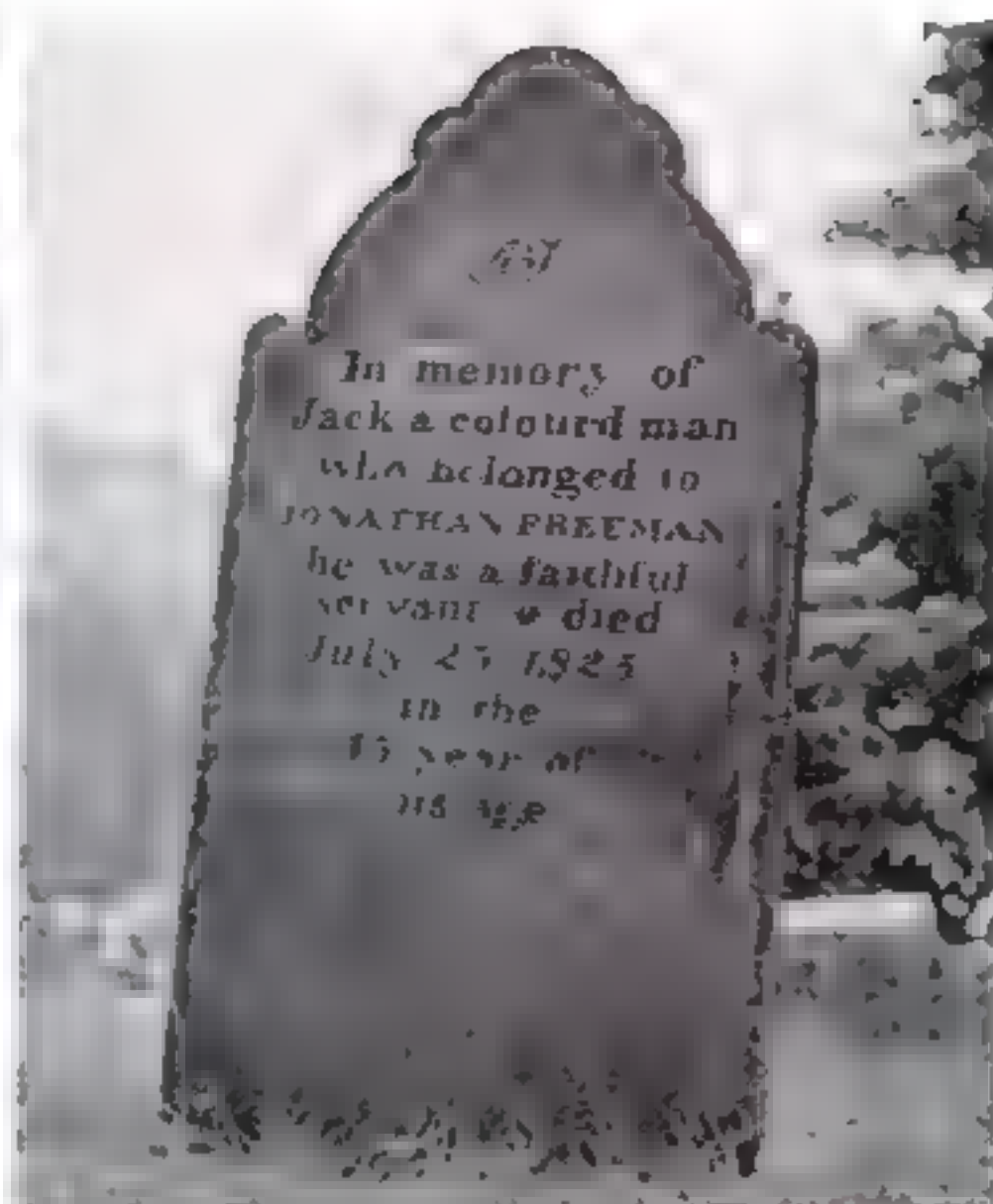


Equipped with tools of their avocation and accompanied by their families, Hounds take over the cemetery of Woodbridge Presbyterian Church, chartered in 1756. The community

was settled in 1668 by a coterie of dissatisfied New Englanders. Family names, including those of veterans of the Revolution and other wars, can be traced from 17th Century to present day.



Hand-carved sandstone marks the grave of Experience Moores. Inscription reads: "This Worlds a Bubble a mere Shew, But the next World to which we go Hath Joys Etenal and Sincere..."



Here lies "Jack," a coloured man who belonged to Jonathan Freeman. "Honored in death by inscription, "... a faithful servant," Jack died in 1825 "in the 45 year of his age."



Missionaries' children are laid side by side. Euphemia Hellen (left) died when she was a year old, eight months after mother was burned in Shanghai. Her brother (right) lived to be 8½.



Pumice is applied by Anne Rankin to inscription worn by time and weather. Rubbing whitens headstone, leaving the lettering dark and legible. Alexander Tout stands by to take notes.



Focusing sunlight with a mirror brings out inscription on tomb of Mary Cambell, "first born child in Woolbridge," who died in 1735. Oliver Drake (above) is one of younger Hounds (\$1).



Oldest stone discovered by Hounds is marked only with cryptic letters and a date: "E F BP 24-1800." Because of its size and simplicity, genealogists thought it probably a child's grave.



Reassembling pieces of markers is an intricate job. Charles Gardner, a retired banker of Maplewood, and Louis L. Blauvelt (with hat), an East Orange toolmaker, picked a tough project.



A MISTAKE THAT NEEDS ERASING!

Hirohito is a long-time erasing job. Typing mistakes can be too if the erasing equipment isn't handy. The use of Knifedge Ticonderoga pencils saves endless work because it saves looking for an eraser. It's always at hand on the end of your pencil. Small blade-thin Knifedge easily, cleanly erases the smallest most inconveniently-placed typing mistake. When you give your staff Ticonderoga pencils equipped with Knifedge erasers, you're well on the way to a more efficient office.

A fine American Pencil with a fine American name.

TICONDEROGA

Joseph Dixon Pencil Co., Dept. 43-14, Jersey City, N. J.
Canadian Plant: Dixon Pencil Co. Ltd., Newmarket, Ont.

For the Taste Connoisseur



RONRICO

Best RUM bar none

The Ron Connoisseur contains over 100 tested drink and food recipes. Send for your Free copy. Ronrico Corporation, Dept. 141 Miami, Florida. Ronrico Rum 86, 90 and 151 Proof.

Trade Marks of Ronrico Corporation



Rev. Warren P. Coon, indefatigable Hound and trustee of the Genealogical Society, is pastor of First Methodist Church of West Orange. He was World War I chaplain.



A new Hound is Mrs. Frank Vleit of Trenton (above), who is instructed on her maiden junket by Isaac M. Philhower, a banker retired since 1912, who lives in Cranford.



Genial president of Genealogical Society is Samuel Copp Worthen, retired lawyer of East Orange, who has served as leader for 18 years. At 72 he is a zealous Hound.



Unsanitary film collects constantly in toilet bowls. Toilet germs may lurk there. But don't worry. You can clean away both film and germs quickly and easily—without rubbing or scrubbing. Use Sani-Flush at least twice a week. Removes stains, incrustations and a cause of toilet odors. No need for a cleanser plus a disinfectant when you use Sani-Flush for toilet sanitation.

Don't confuse Sani-Flush with ordinary cleansers. It works chemically. Even cleans the hidden trap. Used according to directions on the can, Sani-Flush cannot injure septic tanks* or their action and is safe in toilet connections. Sold everywhere. Two handy sizes.

FREE* For Septic Tank Owners

Septic tank owners don't have to scrub toilets, either! Tests by eminent research authorities show how easy and safe Sani-Flush is for toilet sanitation with septic tanks. For free copy of their scientific report, write: The Hygienic Products Co., Dept. 28, Canton, Ohio.



Sani-Flush

CLEANS TOILET BOWLS WITHOUT SCOURING



Refusing smokes and chocolate bars, Trading batteries from the tars, This chieftan made them wonder why, But now they see he's a clever guy.



You can't buy them as before. When it's over there'll be more.



LOCKED on bolt by the action of the gripping red collar

SEALED at top to protect working threads from corrosion

HOLDS nut thread against bolt thread — prevents axial play

FITS any standard bolt. Made in all sizes and types

THE REASON FOR A NUT

• There's only one reason for a nut. That is to hold things together.

To make a nut that does this isn't as simple as it sounds.

But here is a nut that goes on and locks — all by itself — wherever you want it.

It holds tight in spite of vibration, stress or strain.

It can be taken off when necessary — then goes right back on and locks again.

It's the Elastic Stop Nut.

The secret is the elastic red collar in the top. This hugs the bolt — keeps

nut and bolt threads tight together and stops all shimmy and axial play.

That makes the nut stay put.

The Elastic Stop Nut is not a new invention. We've made them for years.

And of the billions in use, we've never heard of one that has failed to do its job better than any other similar fastening.

ELASTIC STOP NUTS

Lock fast to make things last



ELASTIC STOP NUT CORPORATION OF AMERICA, UNION, NEW JERSEY AND LINCOLN, NEBRASKA

JILTS GRAY HAIR!

Marries Old Flame!

(And even he admits he'd never know she uses Clairol on her hair!)

How many women can meet an old sweetheart on the street and be recognized after fifteen years? Miss W. wouldn't have believed it could happen to her but it did! A look in the mirror told her why—she had been sensible about her gray hair—had it concealed with a Clairol treatment. Every trace of gray had disappeared, she really looked like a girl again! Then came the chance meeting—a luncheon date—a few dinners—a quick proposal. Happily married, she thanks Clairol for re-awakening an old romance. And even her husband admits he'd never know she uses it!

CLAIROL KEEPS THIS WOMAN'S SECRET—and it will keep yours. With one quick, simple application, it permanently colors every trace of gray hair. No other product gives such natural-looking results. There are 23 laboratory-tested shades to choose from. And Clairol is absolutely free from the harsh, metallic "coatings" that give that tattle-tale, brassy, "dyed" look. Go to your favorite beauty shop today. Ask for a genuine Clairol treatment. Refuse substitutes that can't give you Clairol's true-to-nature color. A Clairol treatment costs you no more, so be sure you get Clairol.

FREE—11 Secrets for Beautiful Hair! This fascinating booklet tells you how to give your hair radiant beauty...
Literally. Just write to CLAIROL, INC., Dept. L-10, Box 1466, Stamford, Conn.

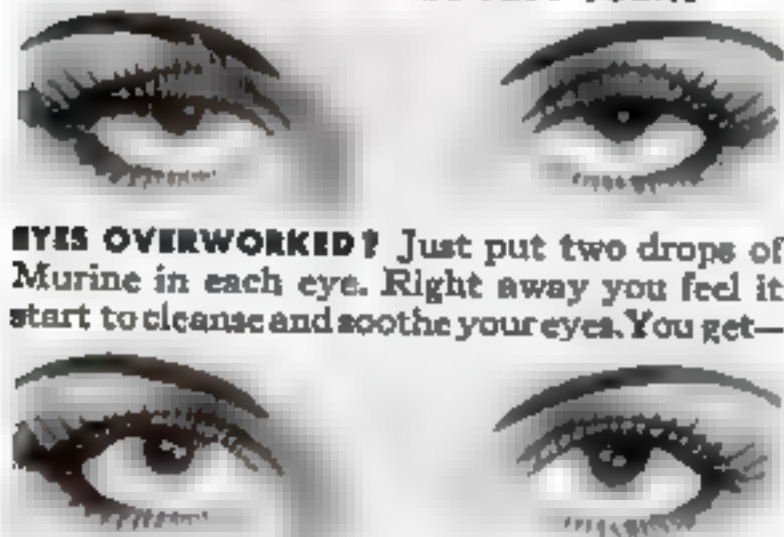
Caution: Use only as directed on the label.
COPYRIGHT 1943 CLAIROL, INC.

CLAIROL
The Original Shampoo Tint

Buy still **MORE** war bonds

Blessed Relief from TIRED EYES

MAKE THIS SIMPLE TEST TODAY



EYES OVERWORKED? Just put two drops of Murine in each eye. Right away you feel it start to cleanse and soothe your eyes. You get—

QUICK RELIEF! Murine's 7 scientifically blended ingredients quickly relieve the discomfort of tired, burning eyes. Safe, gentle Murine helps thousands—let it help you, too.

MURINE
For YOUR EYES
SOOTHES • REFRESHES



★ Invest in America—Buy War Bonds and Stamps ★

Tombstone Hounds (continued)



Gravyard mosquitoes attacked un-slacked members of the party. Mrs. John Adie of West Orange forehandedly applies citronella. No Hound, she came along for fun.



Isaac Philhower, treasurer of Genealogical Society, lunches while seated on a tombstone. He has discovered graves of his New Jersey ancestors on tours with Hounds.



Pastor Coon's hat and coat are draped on a tombstone of sandstone variety. Altogether Hounds added more than 1,100 inscriptions to their records on day's outing.



THE Whittemore name has been a guarantee of finest quality for 102 years. Today, while huge quantities of Whittemore shoe dressings are going to the armed forces, we are also making the largest possible amount of polishes and dressings for civilian use. And now as always, Whittemore's highest quality standards are being rigidly maintained.

WHITEMORE SHOE DRESSINGS
CAMBRIDGE, MASS.

La Cross
AMERICA'S FINEST
surgical instruments
MANICURE IMPLEMENTS

• Treasure your precision-ground La Cross manicure implements. They may be the best you can get for the duration. The craftsmen, who fashioned them in peace-time, today are making vital surgical instruments for America's armed forces. After victory La Cross implements will be better than ever.



Schweffel Bros. Corporation, Newark, N. J. Est. 1903



STROP
AND GO SMOOTHLY

with ENDERS SPEED SHAVER

With an Enders Speed Shaver—you don't have to worry about blade scarcity. You can buy the new Enders Strop outfit and make every double-thick Enders blade do the work of a dozen ordinary blades. Here is your chance to really save steel and get "new blade" smoothness every shave. Get an Enders Speed Shaver at your drugstore.

Send \$1 for Enders Special Strop—can be used only on Enders Speed Blades. No C.O.D.'s.



ENDERS SPEED SHAVER
BURMAN-EMERT RAZOR CORP., DEPT. A, NEWTOWN, CONN.

GUADALCANAL EAST FREIGHT

Digest of a Story in
Airview Magazine

by ROBERT C. MILLER

United Press Correspondent Robert C. Miller was one of the first to land at Guadalcanal and stayed to the end of the campaign. Major General Vandergriest paid him this tribute: "Robert C. Miller is a good Marine" and Admiral Nimitz commended him for accuracy. The National Headliner's Club gave Miller an honor award for "best foreign reporting" during 1942.

NOW IT CAN BE TOLD



THE haunting cry of "too little, too late" which tragically prefaced the fall of Greece, Norway, Singapore, Java and many another Axis victim was never heard in the Battle for the Solomons where an intrepid group of American airmen flying unarmed transports maintained an uninterrupted stream of supplies into Guadalcanal despite the weather and the Japanese.

The job done by these Marine and Army fliers and their Douglas C-47 Skytrains in the battle for the Southeastern Solomons is without parallel in the short history of the Pacific War.

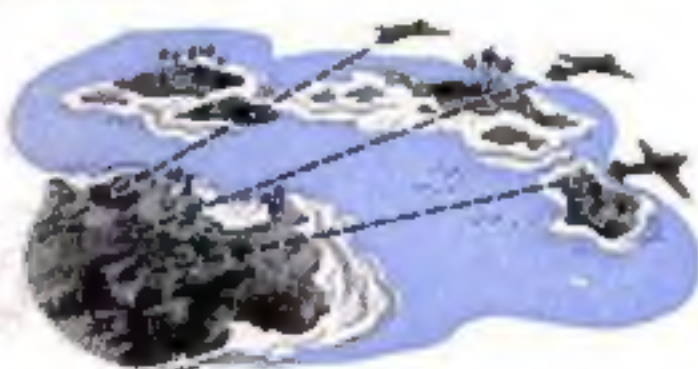
Flying day and night against the filthiest weather the South Pacific could throw at them and over uncharted routes, these men and planes maintained clockwork schedules over thousands of miles of the Pacific, bringing desperately needed gasoline, ammunition, bombs and supplies to American outposts which many times were cut off from their sources of supply except for the C-47s which constituted their only transportation link with the rear.



The Skytrains and their crews chiselled a permanent niche in the hall of fame during those early hectic days in the Solomons when the Marine garrisons at Tulagi, Gavutu, Tanambogo and Guadalcanal seemed to be occupying American-held islands in the middle of a Japanese-dominated ocean.

It isn't an exaggeration to say that had these men and their transports failed us, or had the Japanese been able to close off the continuous flow of aerial freight being flown into Henderson Field, the battle for the Solomons might easily have ended in defeat for the United Nations.

During those trying weeks in September and October when the Imperial might of Japan was being hurled against the Marines on Guadalcanal, it was the rule rather than the exception that the war materials flown into Henderson Field daily by the C-47s would be expended on the enemy within 24 hours after they had been unloaded.



The importance of combat air transport was not wholly appreciated until Japan attacked us on December 7, when suddenly we were confronted with the problem of supplementing our meager merchant marine facilities with aerial freight and passenger service in order to meet the emergency of war.

Based on newly-acquired island bases in the South Pacific, the majority of the C-47s were handed over to Marine Corps aviation authorities who organized the

South Pacific Combat Air Transport Service which was to later gain world-wide fame under the name of SCAT. Its commander was Colonel William Wallace, USMC.

Flying continually with overloads, the planes supplied newly-constructed bases with repair parts and emergency equipment transported across the Pacific by the Air Ferry Command and then shuttled to outlying bases. Take-offs and landings were made from cleared strips of land that were poor excuses for an airport even at the best.

The C-47s linked Australia, New Zealand, New Caledonia, Espiritu Sano, Efate and other Pacific installations within a few weeks after the service was inaugurated, but their real test did not come until the Japanese threw everything they had at the Marines on Guadalcanal.

From the early morning of August 9, when the cruisers Canberra, Astoria, Quincy, and Vincennes were sunk in a night battle by the Japanese off Savo Island until the night of October 15 when American Naval forces regained control of the waters surrounding the Solomons, the Nipponese dominated the Pacific in and about the Southeastern Solomons. Even from October 15 until close to the end of the year it was the C-47s which rushed in sorely needed ammunition and materials which had been exhausted in throwing back some new enemy attack.



But it was during the first few weeks when the Marine defenders of Guadalcanal were under virtual siege by the enemy that the C-47s won their spurs.

Three of the most precious commodities on Guadalcanal were gasoline, bombs and incendiary machinegun ammunition. Without these Major John L. Smith's famed Marine Fighting Squadron 23 would never have been able to make its fabulous record against the Japanese Zeros and Mitsubishi which raided our beachheads with alarm clock regularity day after day; nor could Lieut. Colonel Richard Mangrum's SBDs have parried the day and night naval attacks of the enemy by flying down the stacks of the Japanese task forces bringing reinforcements from Truk and Rabaul and sending them home battered and flaming from the bombs flown into Henderson field.

The beleaguered Marines were dependent upon their aviators to fight off the aerial and naval attacks while they throttled the repeated Japanese infantry assaults, and these aviators were forced to rely almost solely upon the C-47s for their fuel and ammunition.

It must have been the prayers of those thousands on Guadalcanal that brought the cargo planes through safely in those hazardous days, for the destruction of even one Skytrain and its valuable cargo would have grounded a large part of our fighter and dive bomber forces, so narrow was the margin we were operating on.



Marine Majors D. M. Gullotte of La Jolla, Calif., and Robert B. Bell, of Darien, Conn., both former airline pilots, were two of the pioneers flying the Guadalcanal run. Planes were so scarce and their services so necessary at that time that none of the C-47 crews got more than a few hours sleep a week on the ground or rolled up in a blanket amongst the barrels of aviation gasoline and ammunition boxes during flights.

The physical beating of the run was absorbed equally by the men and the equipment. Motors were run hundreds of hours past their overhaul periods, and little more than cursory inspections were possible between flights by the overworked maintenance crews who made temporary repairs that would have to last weeks before worn and ruptured parts could be replaced; baling wire was an essential part of every repair man's kit.

Schedules were changed daily to fool the Japanese coast watchers who would radio the positions of the C-47s to their fighter pilots. For a long time the C-47s played a desperate game of hide and seek with the Zeros which hid high in the sky waiting to pounce on the fat transports as they ducked from cloud to cloud or hedge hopped the waves while flying in another "hot" cargo, or bringing out a load of wounded.

It was impossible to make a run into Guadalcanal without being shot at; if the

crews outsmarted the enemy's fighters, there were always the snipers and machinegunners hiding in the jungle close to the approaches to Henderson Field.

Although carriers of death and destruction on their flights to Guadalcanal, the Skytrains served as hospital planes on their return runs, bringing out thousands of severely wounded men in need of emergency treatment unavailable at the front.

The idiocy of war was never more conspicuous than at Henderson Field when the C-47s arrived; their cargoes of bombs, torpedoes, shells and other ingenious implements of suffering and death were carefully unloaded while patiently waiting nearby were the ambulances with the sick and wounded whose lives and futures depended upon these mercy planes which a few moments before had served as aides to Death. As quickly as one ship was cleared of its freight, the stretchers would be tenderly placed aboard, probably on the exact spot where a 500-pound bomb had ridden a few minutes before.

Typical of the assignments given the C-47s was an order radioed a rear base in October. A large Japanese task force had been attacked successfully by American dive bombers, torpedo bombers and motor torpedo boats which had destroyed or damaged several units of the enemy's fleet. But after 24 hours of continuous attacks, the planes and PT boats had used all but one of their torpedoes on the Japanese. The nearest supply of tin fish was more than a thousand miles away, yet a few minutes after sunrise the next



day a whole fleet of C-47s landed at Henderson Field, their fuselages bulging with torpedoes. Armed with this new supply, the planes and boats were able to continue their attacks and throw back one of Japan's most determined counter attacks.

And when the next piece of Japanese territory is recaptured by the United Nations on their march to Tokio, SCAT and the C-47s will be right in the thick of it again, flying replacements for exhausted supplies, evacuating the wounded and sick, answering emergency appeals and flying through combat areas in the only "unarmed fighter planes in the world."

TO THE READER: It is hoped that "Guadalcanal East Freight" gives you the feeling of pride in American aircraft shared by thousands of Victory Workers who produce Douglas cargo, transport and combat airplanes and more thousands who fly and maintain them on every war front.

Donald W. Douglas
PRESIDENT, DOUGLAS AIRCRAFT CO.

PICTURES TO THE EDITORS

FOR WHOM THE BELLE TOLLS

Sirs:

This picture of a fond embrace was taken in Cleveland, Ohio, where Captain Robert K. Morgan, pilot of the famed

Memphis Belle, received a surprise visit from Miss Margaret Polk, his real-life Memphis belle. It was she for whom the ship that made 25 bombing raids over Germany was named. While Margaret is making plans for a September wedding, Captain Morgan is on his "26th mission." He and

the crew of his plane are making a country-wide tour of industry to help American workers feel their participation in the war.

Cleveland Press
Cleveland, Ohio

J. R. THOMAS



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Harvest Time, 1943

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Word comes back again and again from those who have been at far-flung fronts that next to wives, sweethearts and letters from home among the things our fighting men mention most is Coca-Cola . . . Coke.

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Although war has changed and disrupted so many things in their lives, our fighting forces overseas are so often delighted to find in far-off places an old familiar friend . . . Coca-Cola . . . being bottled in Allied Nations all over the globe, just as it is at home.



Few things equal the thrill of knowing that someone they know and love is caring, is thinking, is writing.



When you write to the boys in Service, try to limit your letters only to those close to you by family or friendship. Remember, Uncle Sam wants the boys to hear from home, but preferably from those nearest and dearest to them.

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